

CITY OF REDMOND
RESOLUTION NO. 1322

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF REDMOND, WASHINGTON, EXPRESSING THE CITY
COUNCIL'S INTENT TO ADOPT THE MISCELLANEOUS
USES AND DEVELOPMENT STANDARDS 1 PACKAGES OF
THE 2009-2011 REDMOND CODE REWRITE,
DEVELOPMENT GUIDE AMENDMENT FILE NO. L090380,
SUBJECT TO RECONCILIATION WITH THE REMAINDER
OF THE PROJECT

WHEREAS, the Growth Management Act of 1990 (GMA) requires that the City of Redmond adopt a Comprehensive Plan and implementing regulations; and

WHEREAS, Ordinance No. 887, adopted on October 21, 1979, by the Redmond City Council established the Redmond Community Development Guide; and

WHEREAS, the Redmond Community Development Guide (RCDG) has been amended 291 times since its adoption; and

WHEREAS, in 2008 the City approved the 2009-2011 Redmond Code Rewrite project to rewrite the RCDG; and

WHEREAS, the mission of the Redmond Code Rewrite project is to create a zoning code that improves clarity, conciseness, predictability, and usability for residents, development professionals and the business community; maintains the integrity of code concepts adopted over time by the City Council while utilizing new ideas where appropriate to achieve these

concepts; and, implements clearly and effectively the goals, visions and policies of the Comprehensive Plan; and

WHEREAS, the RCDG has been divided into topic-based packages of regulations to be considered during the Redmond Code Rewrite project; and

WHEREAS, the Miscellaneous Uses package includes regulations pertaining to Adult Entertainment, Landfills, Temporary Uses, and Nonconforming Uses and Structures; and

WHEREAS, the Development Standards 1 package includes regulations pertaining to Fences, Exterior Lighting Standards, Transportation Standards, and Utilities Standards, as well as appendices pertaining to Construction Specification and Design Standards for Street and Access and Design Requirements for Water and Wastewater System Extensions; and

WHEREAS, the Redmond Code Rewrite Commission conducted study sessions and public hearings to gather public input on the proposed Miscellaneous Uses package, and on January 4, 2010, completed its unanimous recommendation that the Redmond City Council approve these regulations; and

WHEREAS, the Redmond Code Rewrite Commission conducted study sessions and public hearings to gather public input on the proposed Development Standards 1 package, and on January 25,

2010, completed its unanimous recommendation that the Redmond City Council approve these regulations; and

WHEREAS, the Redmond City Council has considered the recommendations of the Redmond Code Rewrite Commission, and has held study sessions on the proposed Miscellaneous Uses and Development Standards 1 packages; and

WHEREAS, the Miscellaneous Uses and Development Standards 1 packages are consistent with the adopted project mission and guiding principles, as well as the Redmond Comprehensive Plan as required by the existing Redmond Community Development Guide; and

WHEREAS, the Redmond City Council must adopt the new Redmond Zoning Code as one complete package, which is expected to occur in spring 2011.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Mission Statement and Guiding Principle Consistency. After reviewing the proposed Miscellaneous Uses and Development Standards 1 packages, the City Council agrees that the regulations are consistent with the Redmond Code Rewrite project mission statement and guiding principles.

Section 2. Intent to Adopt. The City Council intends to adopt the proposed Miscellaneous Uses and Development Standards 1

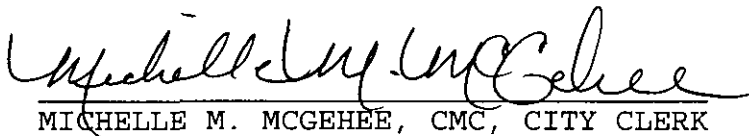
packages set forth in Exhibits 1 through 10 attached hereto and incorporated herein by this reference subject to reconciliation with the remainder of the Redmond Code Rewrite project and SEPA review of the entire Redmond Code Rewrite project.

ADOPTED by the Redmond City Council this 16th day of March, 2010.

APPROVED:


JOHN MARCHIONE, MAYOR

ATTEST:


MICHELLE M. MCGEHEE, CMC, CITY CLERK

(SEAL)

FILED WITH THE CITY CLERK: March 10, 2010
PASSED BY THE CITY COUNCIL: March 16, 2010
EFFECTIVE DATE: March 16, 2010
RESOLUTION NO. 1322

ADOPTED 7-0: Allen, Carson, Cole, Margeson, Myers, Stilin and Vache

Exhibit 1

20D.20 Adult Entertainment

20D.20.10 Adult Entertainment Facilities.

20D.20.10-010 Purpose.

All adult entertainment facilities shall comply with the requirements of this section. The purpose and intent of requiring standards for adult entertainment facilities is to mitigate the adverse secondary effects caused by such facilities and to maintain compatibility with other land uses and services permitted within the City. The standards established in this section apply to all adult entertainment facilities and include, but are not limited to, the following: adult arcades, adult cabarets, adult drive-in theaters, adult motels, adult motion picture theaters, adult retail stores, adult sauna parlors, escort agencies, and nude or semi-nude model studios. The standards established in this section shall not be construed to restrict or prohibit the following activities or products: expressive dance as defined in RMC 5.68.030(R); plays, operas, musicals, or other dramatic works; classes, seminars, or lectures conducted for a scientific or educational purpose; printed materials or visual representations intended for educational or scientific purposes; nudity within a locker room or other similar facility used for changing clothing in connection with athletic or exercise activities; nudity within a hospital, clinic, or other similar medical facility for health-related purposes; and all movies and videos that are rated G, PG, PG-13, R and NC-17 by the Motion Picture Association of America. (Ord. 1919. Formerly 20C.20.015)

20D.20.10-020 Separation Requirements.

Adult entertainment facilities shall be permitted as indicated in the table of Permitted Land Uses referred to in RCDG 20C.60.20-030 only if the following separation requirements are met:

- (1) No adult entertainment facility shall be located closer than 825 feet to another adult entertainment facility whether such other facility is located within or outside the City limits.
- (2) No adult entertainment facility shall be located closer than 825 feet to any of the following zones or uses whether such zone or use is located within or outside the City limits:
 - (a) A residential zone as defined in Chapter 20A.20 RCDG;
 - (b) An Urban Recreation zone as defined in Chapter 20A.20 RCDG;
 - (c) A public park;
 - (d) A community center as defined in Chapter 20A.20 RCDG;
 - (e) A public library;
 - (f) A day care center or family day care as defined in Chapter 20A.20 RCDG;
 - (g) A public or private nursery school or preschool;
 - (h) A public or private primary or secondary school; and
 - (i) A church, temple, synagogue, mosque or other similar religious facility (activities and uses related to churches, temples, synagogues, and mosques are not subject to the separation requirements). (Ord. 1919. Formerly 20C.20.015)

20D.20.10-030 Measurement.

The separation requirements specified in RCDG 20D.20.10-020 shall be measured as follows:

- (1) The 825-foot buffer required by RCDG 20D.20.10-020(1) shall be measured by extending a straight line from the nearest point on the property line of the lot containing the proposed adult entertainment facility to the nearest point on the property line of the lot containing the other adult entertainment facility.

Exhibit 1

- (2) The 825-foot buffer required by RCDG 20D.20.10-020(2) shall be measured by extending a straight line from the nearest point on the property line of the lot containing the proposed adult entertainment facility to:
- (a) The nearest point on the boundary line of a residential or Urban Recreation zone;
 - (b) The nearest point on the property line of a public park;
 - (c) The nearest point on the property line of the lot containing a public library, day care center, family day care, community center, public or private nursery school or preschool, public or private primary or secondary school, or church, temple, synagogue, mosque or other similar religious facility. (Ord. 1919. Formerly 20C.20.015)

20D.20.10-040 Waiver of Separation Requirements.

An applicant may obtain a waiver of the separation requirements required by this section only if the applicant demonstrates that all of the following criteria are met:

- (1) Conditional Use Permit Required. Any party proposing to locate an adult entertainment facility within 825 feet of any zone or use specified in RCDG 20D.20.10-020 may do so only after obtaining a conditional use permit in accordance with RCDG 20F.40.40, Conditional Use.
- (2) Special Notice Requirements. In addition to the notice requirements for Conditional Use permits, first class mailing of notice shall be made to all individuals owning or occupying property within 825 feet of the property for which the application is made. The applicant shall provide the name and addresses of all property owners and businesses within 825 feet of the property of the proposed location.
- (3) Criteria for Decision. The final decision on the request for a waiver of the separation requirements shall be made by the City Council upon the recommendation of the Hearing Examiner, based upon consideration of the following criteria:
 - (a) The extent to which physical features would result in an effective separation between the proposed adult entertainment facility and any zones or uses identified in RCDG 20D.20.10-020 in terms of visibility and access;
 - (b) The extent to which the proposed adult entertainment facility complies with the goals and policies of the Redmond Community Development Guide;
 - (c) The extent to which the proposed adult entertainment facility is compatible with adjacent and surrounding land uses;
 - (d) The availability or lack of alternative locations for the proposed adult entertainment facility;
 - (e) The extent to which the proposed adult entertainment facility can be avoided by alternative vehicular and pedestrian routes; and
 - (f) The extent to which the applicant can minimize the adverse secondary effects associated with the proposed adult entertainment facility. (Ord. 1919. Formerly 20C.20.015)

20D.20.10-050 Nonconforming Adult Entertainment Facility.

An adult entertainment facility shall be deemed a nonconforming use and shall be subject to the requirements of RCDG 20F.10.50, Nonconformances, if a zone or use identified in RCDG 20D.20.10-020 locates within 825 feet of such adult entertainment facility after the date that such adult entertainment facility has located within the City in accordance with the requirements of this section. (Ord. 1919. Formerly 20C.20.015)

Exhibit 2

LANDFILLS

RCDG 20D.70 to be repealed.

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Exhibit 3

TEMPORARY USES

010 Purpose.

The following provisions authorizing and regulating certain temporary uses are intended to permit temporary uses and structures when consistent with the Development Guide and when safe and compatible with the general vicinity and adjacent uses.

020 Scope.

- (1) A short term temporary use permit shall be required for any temporary use of no more than six months in duration. A short-term temporary use permit shall be valid for a fixed period up to a maximum of six months from the date the permit is issued. Applications for a short-term temporary use permit (six months or less) shall follow the procedures for a Type I review pursuant to RCDG 20F.30.30 or as modified herein. Short-term temporary use permits shall not be renewed and any temporary use that will extend beyond six months shall be conducted only after approval of a long-term temporary use permit.
- (2) A long term temporary use permit shall be required for any temporary use longer than six months in duration. A long term temporary use permit shall be valid for a maximum of two years from the date the permit is issued or the end of the permit activity, whichever comes first. Applications for a long term temporary use permit (longer than six months) shall follow the procedures for a Type V review pursuant to RCDG 20F.30.50.
- (3) A long term temporary use permit may be renewed ~~once~~, provided that:
 - (a) The permit renewal must be applied for in advance of the expiration of the original term;
 - (b) The permit renewal shall follow the procedures for a Type V review pursuant to RCDG 20F.30.50;
 - (c) The applicant shall pay a renewal fee equal to that prescribed by Council resolution for a new long term temporary use permit; and
 - (d) The application for renewal meets the Decision Criteria outlined in RCDG 20D.190.10-030(1);
 - (e) The renewal may be conditioned upon the construction or installation of such improvements that are necessary to serve the temporary use and to mitigate impacts of the temporary use, taking into account the duration of the use.

Exhibit 3

- (f) A long-term temporary use permit may be renewed for one or more additional two-year renewal terms if the conditions of this subsection are met at the time of such renewal.
- (4) Upon expiration of the initial term of a short long term temporary use permit or upon the expiration of any renewal term of a long term temporary use permit, either
 - (a) The temporary use shall immediately cease and the property on which the use was located shall be restored as nearly as practicable to the state it was in prior to commencement of the temporary use, or,
 - (b) If the applicant has applied for and received all permits necessary to make such temporary use permanent, the temporary use may continue until any necessary construction under such permits is completed and the use meets all requirements for a permanent use of the property as long as the applicant diligently pursues completion of the improvements and compliance with the requirements.
- (5) The following types of temporary uses, activities and associated structures may be authorized, subject to specific limitations noted herein and as noted in RCDG 20D.190.10-030 and as may be established by the Administrator:
 - (a) Outdoor art and craft shows and exhibits;
 - (b) Retail sales such as Christmas trees, seasonal retail sale of agricultural or horticultural products, firewood, seafood, etc.;
 - (c) Mobile services such as veterinary services for purposes of giving shots;
 - (d) Vending cart. No mechanical, audio or noise-making devices, nor loud shouting or yelling, will be permitted to attract attention;
 - (e) Group retail sales such as swap meets, flea markets, parking lot sales, Saturday Market, auctions, etc.;
 - (f) Temporary encampments that comply with the conditions outlined in this chapter;
 - (g) Temporary parking lots used during construction or site development;
 - (h) The Planning Director may authorize additional temporary uses not listed in this subsection, when it is found that the proposed uses are in compliance with the provisions pursuant to this chapter.
- (6) Exemptions. The following activities and structures are exempt from requirements to obtain temporary use approval:

Exhibit 3

- (a) Portable units, or modular structures when used to provide temporary classrooms at schools, provided that adequate sewer and water service is available;
- (b) Manufactured homes, portable units, modular structures, travel trailers when used as a dwelling while a residential building on the same lot is being constructed or when a damaged residential building is being repaired, when adequate sewer and water is available.
- (c) Manufactured homes when used for housing elderly or disabled relatives of the occupant of an existing residence, when such relative require constant supervision and care and when adequate sewer and water is available.
- (d) Manufactured homes, portable units, modular structures, or travel trailers when used to support construction or site development.
- (e) Guests of Redmond residents in recreational vehicles when in compliance with RCDG 20D.130.10-050;
- (d f) Recycling and collection centers that meet all of the following requirements:
 - (i) Containers and structures shall be located on private property and not on public rights-of-way. The property owner's approval must be obtained, and the Planning Department notified that the structure will be located at that site;
 - (ii) Structures shall not interfere with traffic circulation or visibility at intersections;
 - (iii) The owner's name and telephone number shall be clearly posted on the structure or container;
 - (iv) If located in a parking area, the structures or containers shall take up no more than three parking stalls. One collection structure and associated staff booth are allowed in parking lots of 200 stalls or less and one additional container and staff booth for every additional 200 stalls;
- (g) Model homes or apartments and related real estate sales and display activities located within the subdivision or residential development to which they pertain;
- (h) Garage sales, moving sales, and similar activities for the sale of personal belongings when operated not more than three days in the same week and not more than twice in the same calendar year. Allowed in all residential zoning districts;
- (i) Fund raising carwashes that meet the requirements for discharge of wastewater established by the City of Redmond Natural Resources Division;

Exhibit 3

- (j) Motorized catering such as popsicle/ice cream scooters and self-contained lunch wagons that remain at one location for no more than three hours per day;
- (k) Circuses, carnivals, fairs, or similar transient amusement or recreational activities. Such uses are subject to Chapter 5.28 RMC, Shows, Carnivals and Circuses;
- (l) Activities, vendors and booths associated with City of Redmond sponsored or authorized special events;
- (m) Individual booths in an approved temporary use site for group retail identified under subsection (3)(e) of this section;
- (n) Weekend (Saturday and Sunday) only, warehouse sales in Business Park, Manufacturing Park, and Industry zoning districts, when held no more than once a month in an existing facility.

030 Decision Criteria.

- (1) Temporary uses may be authorized only when all the following determinations can be made:
 - (a) The temporary use will not impair the normal, safe, and effective operation of a permanent use on the same site.
 - (b) The temporary use will not significantly impact public health, safety or convenience, or create traffic hazards or congestion, or otherwise interrupt or interfere with the normal conduct or uses and activities in the vicinity.
 - (c) The temporary use will not be materially detrimental to the surrounding uses in terms of traffic, noise, and other external effects.
- (2) General Conditions.
 - (a) A temporary use conducted in a parking facility shall not occupy or remove from availability more than 25 percent of the spaces required for the permanent use.
 - (b) Each site occupied by a temporary use must provide or have available sufficient parking and vehicular maneuvering area for customers or other users. Such parking need not comply with RCDG 20D.130.10-050, Parking, but must provide safe and efficient interior circulation and ingress and egress to and from public rights-of-way.

Exhibit 3

- (c) The temporary use shall comply with all applicable standards of the Seattle-King County Health Department.
 - (d) No temporary use shall occupy or use public parks in any manner unless specifically approved by the Parks Department.
 - (e) All temporary uses shall obtain, prior to occupancy of the site, all applicable City of Redmond permits, licenses and other approvals (i.e., business license, building permit, administrative approvals, etc.).
 - (d) The applicant for a temporary use shall supply written authorization from the owner of the property on which the temporary use is located.
 - (e) Each site occupied by a temporary use shall be left free of debris, litter, or other evidence of the temporary use upon completion of removal of the use.
 - (f) All materials, structures and products related to the temporary use must be removed from the premises between days of operation on the site, provided that materials, structures and products related to the temporary use may be left on site overnight between consecutive days of operation. By virtue of having been in consistent operation prior to the existence of the ordinance codified in this chapter, the open air craft and farmer's market operation, commonly known as the Saturday Market, shall be allowed to store structures on site between weekly activity of the market, but such structures must be reviewed by the Administrator annually and permission to leave them in place between market sessions may be denied if they become a visual blight, safety, or health problem. They shall be removed at the end of the permit period.
 - (g) Additional conditions may be established as necessary to ensure land use compatibility and to minimize potential impacts on nearby uses. These include, but are not limited to, time and frequency of operation, temporary arrangements for parking and traffic circulation, requirement for screening or enclosure, and guarantees for site restoration and cleanup following temporary uses.
- (3) Temporary encampments must also meet the following criteria:
- (a) The applicant shall apply for a temporary use permit at least 30 days before the planned opening of the temporary encampment.
 - (b) The encampment shall be limited to a maximum of 100 persons. After the encampment reaches its 100-person capacity, individuals who arrive after sundown (and meet all screening criteria) will be allowed to stay for one night, after which they will not be permitted entry until a vacancy is available. Such occurrences shall be logged and reported to the City on a weekly basis.

Exhibit 3

- (c) A temporary encampment shall be limited to a maximum of 110 days within any 365-day time period at one location. This 110-day time limit shall control over the six-month time limit specified for short-term temporary uses in RCDG 20D.190.10-020(1).
- (d) The encampment or the parking of any vehicles associated with the application shall not displace the host site's parking lot in such a way that the host site no longer meets the minimum or required parking of the principal use as required by code or previous approvals unless an alternative parking plan has been approved by the Planning Director.
- (e) The temporary encampment managing organization shall maintain a resident log for all who are residing at the encampment. Such log shall be kept on site at the encampment. Prospective encampment residents shall be asked to provide a reasonable form of identification when signing the log.
- (f) The Planning Director may impose additional conditions for the purpose of maintaining the health, safety, and welfare of people in and around the temporary encampment, relating but not limited to any or all of the following:
 - (i) Encampment resident code of conduct;
 - (ii) The presence of minors in the encampment;
 - (iii) The provision of transportation to/from the encampment; and
 - (iv) Setbacks and screening.
- (4) Temporary encampments shall be processed as a Type I Permit with the following modifications:
 - (a) A Notice of Application shall be mailed and posted on site meeting the standards outlined in RCDG 20F.30.35-020(1) through 20F.30.35-020(3)(x).
 - (b) Posting of the Notice of Application shall meet the standards outlined in RCDG 20F.30.35-020(4) and (5).
 - (c) A minimum of one Major Land Use Action Sign shall be posted on site meeting the requirements outlined in RCDG 20F.30.40-020(4)(c).
 - (d) Prior to the decision on the application for a temporary encampment, the Administrator shall require that a neighborhood meeting be held.
- (5) Emergencies. The Administrator may waive these requirements when a natural or manmade disaster necessitates the immediate establishment of a temporary encampment.

Exhibit 4

DEFINITIONS

"A" Definitions.

Abandonment, Nonconforming Use or Structure.

All right to continue a nonconforming use is abandoned when the property owner (a) intends to abandon its right to continue the nonconforming use or structure, and (b) there is an overt act, or failure to act, on the part of the property owner which implies that the owner no longer claims or retains any interest in the right to continue the nonconforming use or structure.

Alteration, Nonconforming Structure.

Any change or rearrangement in the foundation or supporting members of an existing nonconforming structure, such as bearing walls, columns, beams, or girders, as well as any change in the means of ingress or egress (except to accommodate persons with disabilities).

"E" Definitions.

Expansion, Nonconforming Structure.

Any enlargement or expansion of a legal nonconforming structure, whether horizontally or vertically, and any increase in the area within a structure or on a site devoted to a nonconforming use.

Expansion, Nonconforming Use

Any expansion of a legal nonconforming use.

"I" Definitions.

LEGAL NONCONFORMING USES AND STRUCTURES

010 Purpose.

The City recognizes that land, structures, and uses of land and structures which do not conform to the Redmond Community Development Guide can become nuisances, can disrupt the orderly development of the City, and can create unsafe, hazardous, and unhealthful conditions. The City also recognizes that the eventual elimination of existing legal nonconforming uses and structures assists in the implementation of the comprehensive plan and benefits the health, safety, and welfare of the community. It is the intent of this chapter to establish regulations and procedures which

Exhibit 4

ensure that the elimination of legal nonconforming uses and structures occurs as fair and orderly as possible and with justice to property owner(s) and business operator(s).

015 Scope.

- 1) The requirements and thresholds established within this section apply only to development standards regulated by the Planning Department.
- 2) For requirements and thresholds established by the Department of Public Works, see RCDG 20D.20.20-150, Required Off-Site Street Improvements.
- 3) For requirements and thresholds established by the Fire Department, see Chapter 15.06 RMC, Fire Code.
- 4) For requirements and thresholds established by the Building Division, see RMC Title 15 and associated referenced documents.
- 5) Nothing in this chapter shall prohibit the establishment of special regulations for specific nonconforming uses and structures regulated by other sections of the Redmond Community Development Guide. Such regulations may provide for the retirement or amortization of those specific uses and structures.

020 Legal Nonconforming Lots of Record.

Lots of record that do not conform to the dimensional requirements of the Redmond Community Development Guide may be used as otherwise permitted if they were legally created and were in conformance with the prior zoning code or were a legal nonconformance under that code.

030 Continuance of Legal Nonconformities.

Legal nonconforming uses and structures, as defined in Chapter 20A.60 20A.20.140 RCDG, Definitions, may continue to be used and maintained in accordance with the provisions of this chapter except as otherwise provided in RCDG 20D.150.150-020, Amortization of Off-premise Signs within the Shoreline. The use and maintenance is permitted as a result of vested rights obtained through the legal establishment of the nonconforming use or structure.

040 Conditional Uses.

Any use which was originally established in a zoning district by right and has since been reclassified as a conditional use in that district shall obtain approval through the conditional use review procedure as is required before the expansion of the use or any structure related to the use.

050 Maintenance.

Ordinary and routine maintenance and repair of a legal nonconforming structures and structures containing a nonconforming use, such as painting or plumbing repair, shall be permitted as necessary to ensure the protection of general health, safety, and welfare. All legal nonconforming uses and structures are subject to all applicable property maintenance and substandard building laws.

Exhibit 4

20F.10.50-060 Abandonment of Rights to Nonconformities.

- (1) All rights to a legal nonconforming use are lost:
 - (a) If the use is changed, or
 - (b) If the use is abandoned for 12 months, or
 - (c) If the structure housing the nonconforming use is demolished or rebuilt as defined in RCDG 20A, except as provided in 070.
- (2) All rights to nonconforming parking shall be lost if the primary structure on the lot is demolished or rebuilt as defined in RCDG 20A. Rights shall not be lost if a building is merely vacated for less than one year.

070 Restoration.

Any building containing a nonconforming use or any nonconforming structure may be repaired and restored to its nonconforming state if the need for repairs or restoration shall be the result of fire, explosion, earthquake, imminent public hazard, replacement of underground fuel tanks, vandalism or other accidental destruction. Such restoration shall comply with the following conditions:

- 1) Level of Restoration. The damaged use or structure may be repaired to the area and footprint of the previous use or structure. In the case of total destruction or need for underground fuel tank replacement, a new structure may be established to the same area or footprint of the previous use or structure. Alternatively, the structure may be built to a more conforming area or footprint.
- 2) Time Limit. Building permits for the repair or restoration of the structure must commence within 18 months of the event causing damage to the structure, and the repairs must be diligently pursued until completed. (Ord. 2118)

080 Alteration or Expansion of a Nonconformance.

- (1) General. The alteration or expansion of a legal nonconforming use or structure is prohibited unless it does not increase the degree of nonconformity, or unless it is specifically permitted through an official action as stated in RCDG 20F.30.15, Types of Review. See 20D.150.200-020(3) for nonconforming shoreline structures. The alteration or expansion of a legal nonconforming use or structure is prohibited for land uses and activities listed in RCDG 20D.140.50-030 and located in Wellhead Protection Zones 1 and 2.
- (2) Bringing Nonconforming Structures into Compliance. A legal nonconforming structure shall be brought into full compliance with the Redmond Community Development Guide when alteration or expansion of the structure takes place and the following takes place within any three-year period:
 - a) The gross floor area of the structure is increased by 100 percent or more; or

Exhibit 4

- b) The costs stated on all approved building permit applications for the structure equal or exceed the value of the existing structure at the beginning of that three-year period.
- (3) Bringing Nonconforming Landscaping and Pedestrian System Area into Compliance. A nonconforming landscaping or pedestrian system area shall be brought into compliance with RCDG 20D.80.10 and 20C.40.105 in accordance with the following:
 - a) When the gross floor area of the structure is increased by 100 percent or more; or
 - b) The costs stated on all approved building permit applications for the structure equal or exceed 100 percent of the value of the existing structure at the beginning of that three-year period. The percentage (by value) of the required landscaping or pedestrian system, to be installed shall be determined in the same manner as the value of the existing structure.
 - c) For the purposes of subsections (3)(a) and (b) of this section, improvements shall not include those improvements required by the City for health and safety reasons, nor ordinary repair and maintenance.
 - d) The Technical Committee shall have the authority to specify the location and phasing sequence of the landscaping or pedestrian system improvements which fall under this section.

090 Abatement of Public Nuisances.

Regardless of any provisions in this section, any nonconformance found to be a public nuisance shall be terminated.

100 Prior Nonconformance.

Any nonconformance which under the prior zoning ordinance was nonconforming and was required to terminate by a certain date shall continue to be subject to the amortization provisions of the prior zoning ordinance.

110 Illegal Uses or Structures.

Illegal uses or structures have no vested rights and no rights or privileges are conferred upon such uses or structures by this division. Illegal uses and structures shall either be brought into legal conforming status or shall be removed.

Exhibit 5 FENCES

010 Purpose

The purpose of this chapter is to provide for fences that:

- (1) Protect or enhance property and life and that are compatible with residential neighborhoods while protecting the public from hazardous fences or fences that may blight residential neighborhoods;
- (2) Increase visibility of front yards by using the principles of the Crime Prevention Through Environmental Design (CPTED) Program to increase public safety and to deter crime;
- (3) Promote and enhance the City's neighborhoods as walkable places and reduce impacts on the pedestrian experience that may result from taller fencing;
- (4) Maintain the open space character of certain residential neighborhoods and promote public view corridors by encouraging the application of non-solid styles of fencing, and landscaped screens.

020 Permits

Fences exceeding six feet in height require a building permit before being erected, altered, or relocated. Fences of six feet or lesser height are exempt from the requirement to obtain a building permit.

030 Height

- (1) Maximum Height. The maximum height of fences shall be as follows, provided that the requirements of RCDG 210.25, Site Clearance at Intersections are met:

Zones	Permitted Height
UR, RA-5, R1-R30	Six feet anywhere on the lot
All other zones	Eight feet anywhere on the lot, subject to landscaping requirements in <u>RCDG 20D.80.10</u> .

- (2) Fences Adjacent to Rockeries or Retaining Walls.
 - (a) Where a fence and a rockery or retaining wall lying within a building setback area are within five feet of each other, the combined height of the fence and rockery or retaining wall shall not exceed a maximum of eight feet except as provided in subsections (b) and (c) below.
 - (b) Staff may approve a modification to the combined height limit for fences and rockeries or retaining walls if either:

Exhibit 5

FENCES

- (i) The City's Building Code requires additional height, such as where a guard rail is required to be placed atop a retaining wall or rockery; or
 - (ii) The design of the rockery or retaining wall includes terraces that are deep enough to incorporate landscaping or other techniques that reduce the visual mass of the wall, and the fence is designed to be no more than 50 percent solid.
 - (c) The Technical Committee may approve a modification to the combined height limit for fences and rockeries or retaining walls if the modification is necessary because of the size, configuration, topography, or location of the subject property, to provide the property with the use rights and privileges permitted to other properties in the vicinity or zone in which the property is located, and the modification will not be materially detrimental to the public welfare or to abutting properties:
- (3) Measurement of Fence and Wall Height. For purposes of this Chapter, fence and wall height shall be measured as follows:
- (a) Fence height shall be measured as the vertical distance between the existing grade on the site at the base of the fence and the top edge of the slats or other fence material (exclusive of fence posts).

[INSERT GRAPHIC]

- (b) The combined height of fencing placed on top of a wall or rockery shall be measured as the vertical distance between the existing grade on the site at the base of the wall and the top edge of the slats or other fence material (exclusive of posts).

[INSERT GRAPHIC]

- (c) Where the grade within six feet of the base of a fence or wall differs from one side of the fence or wall to the other (as when a fence is placed at the top or bottom of a slope or at the top of a rockery or retaining wall), the height shall be measured from the side with the lowest existing grade.

[INSERT GRAPHIC]

040 Prohibited Locations

Fences are prohibited in critical areas, critical area buffers, native growth protection areas and easements, designated greenbelts, and designated open space, except as required by RCDG 20D.140.10-080(2).

Exhibit 5 FENCES

050 Electric, Barbed Wire, and Swimming Pool Fences

Electric, barbed wire, and swimming pool fences are permitted or required as follows:

Fence Type	Permitted Zones	Special Requirements	Other Code Requirements
Electric Fences	UR, RA-5, R-1 May be used in conjunction with the keeping of large domestic animals where allowed in R-4 through R-30 zones	<ol style="list-style-type: none"> (1) Permanent signs must be posted every 50 feet stating that the fence is electrified. (2) Fences, appliances, equipment, and materials must be listed or labeled by a qualified testing agency and be installed in accord with manufacturer's specifications. (3) Except in the UR zone, all electric fences must be set back at least 2 feet from property lines adjacent to public rights-of-way and R-4 through R-30 zones, and a second and more substantial fence with a mesh size small enough to prevent a child from reaching through, shall be located along the property line. (4) Prohibited when fronting shoreline public access areas (Shoreline Public Access System Map, Figure S-1 of the Shoreline Master Program). 	All electric fences must comply with Chapter 15.12 RMC - Electrical Code
Barbed or Razor Wire Fences	UR, RA-5, R-1, but not along property lines adjacent to other residential and commercial zones	<ol style="list-style-type: none"> (1) Commercial storage, utility and public uses may use barbed wire only on top of a fence at least six feet in height. The barbed wire shall not extend more than 18 inches above the top of the fence. (2) Prohibited when fronting shoreline public access areas (Shoreline Public Access System Map, Figure S-1 of the Shoreline Master Program). 	None
Swimming Pool Fences	All zones	All outdoor swimming pools must be surrounded with a fence at least five feet in height	All swimming pool fencing must comply with King County Health Department requirements.

060 Additional Residential Neighborhood Requirements.

Exhibit 5 FENCES

- (1) The following additional fence, rockery wall, and retaining wall requirements apply to properties located in the neighborhoods listed. The boundaries of each neighborhood are set forth in Chapter 20C.70 RCDG. Where a conflict exists between the neighborhood requirements in this section and the other provisions of this chapter, the requirements of this section shall control. Where there is no specific regulation listed for the neighborhood, the other provisions of this chapter control.

Neighborhood	Applicability	Fence or Wall Height	Design Requirements	Other Requirements
Education Hill	Applies to fences and walls in the front yard setback or adjacent to public recreational trails	42" when built in the front setback (See Figure __), except where home fronts onto arterial street	1) No sight obscuring fencing materials allowed. 2) Fence must be of a non-solid type, such as split rail fencing or split rail fencing combined with dark-colored vinyl or powder-coated chain link fence.	New gated communities in short subdivisions and subdivisions with security fencing are prohibited
North Redmond (except Wedge Subarea)	Applies to fences and walls in the front yard setback or adjacent to public view corridors, and public recreational trails	42" in any front setback area, and 42" in any street side or rear setback area adjacent to an identified pedestrian or public view corridor (See Figure __)	1) No sight obscuring fencing materials allowed. 2) Fence must be of a non-solid type, such as split rail fencing or split rail fencing combined with dark-colored vinyl or powder-coated chain link fence.	None
North Redmond Wedge Subarea	Applies to the Wedge Subarea defined in the Neighborhoods Element of the Comprehensive Plan	No special height requirements	Private residential fences may be constructed and maintained along and west of the western edge of the required maintenance easement for retaining systems on the west side of Redmond-Woodinville Road	
Willows/Rose Hill	Applies to fences in the front yard setback	42"	No special design requirements	New gated communities in short subdivisions and subdivisions with security

Exhibit 5 FENCES

				fencing are prohibited
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- (2) The Administrator may approve alternative materials or a combination of materials for the fences and walls described above when such alternative materials or combinations are demonstrated to better meet the intent of RCDG 20D.50.010.
- (3) The Administrator may also approve deviations from the maximum fence height requirements set forth in the above table in the North Redmond and Willows/Rose Hill Neighborhoods for fencing associated with swimming pools, landscaping alternatives (such as landscaped berms), or other designs that clearly meet the intent of RCDG 20D.50.010.

[INSERT GRAPHIC FOUND ON RCDG PAGES 168.14, 170.29, 172.20, AND 184.11]

Exhibit 6

EXTERIOR LIGHTING

DEFINITIONS

“F” Definitions.

Footcandle.

A unit of illumination or light intensity used to calculate lighting levels. One footcandle is equal to one lumen per foot.

“M” Definitions.

Maximum Uniformity Ratio.

The highest horizontal illuminance point provided by an exterior lighting fixture at grade divided by the lowest horizontal illuminance point or area.

Mounting Height.

The vertical distance between the bottom of a light fixture and the nearest point on the ground surface.

“O” Definitions.

Open-air Parking Lot.

An area for parking vehicles that is not enclosed by walls or roof. Parking areas on the roofs of buildings or parking garages are considered open-air parking lots.

“S” Definitions.

Security Lighting.

Lighting designed and used to discourage crime and undesirable activity.

Security Lighting, Basic.

A lighting level allowed for most developments in order to provide a reasonable level of illumination for the security of persons or property.

Security Lighting, Enhanced.

A lighting level reserved for areas where personal security is an issue, such as where an area is open to the public during all hours of the night, where special security needs exist, or where vandalism or crime is likely without the increased level of illumination.

Exhibit 6 EXTERIOR LIGHTING

EXTERIOR LIGHTING STANDARDS

010 Purpose

The purpose of this chapter is to:

- (1) Regulate exterior lighting in order to avoid unsafe and unpleasant conditions as the result of poorly designed or installed exterior lighting;
- (2) Encourage energy efficient types of lighting and otherwise implement the light and energy conservation policies of the Comprehensive Plan;
- (3) Discourage excessive lighting in order to promote the City's dark sky policies; and
- (4) Protect properties and residents in the Residential zones from the ill effects associated with non-residential and multi-family exterior lighting.

020 Applicability

- (1) When exterior lighting installation is part of a new development proposal requiring Type II – VI review, the Technical Committee shall review and approve the lighting design as part of the permitting process.
- (2) When exterior lighting is part of a proposal for redevelopment or expansion of an existing development, the Technical Committee shall review and approve the lighting design as part of the permitting process when the redevelopment or expansion increases the gross floor area or valuation of the development by the levels established in RCDG 20F.10.50-090.
- (3) This chapter does not apply to individual dwelling units, with the exception of common areas, which are regulated. Examples of common areas include, but are not limited to, pathways, clubhouses, shared driveways, parking lots, and play areas.
- (4) This chapter does not apply to public rights-of-way, which are governed by the City's street light standards and criteria.
- (5) This chapter does not apply to lighting necessary for fire, police, and public works equipment and operations when responding to an emergency or when conducting operations where such lighting is reasonably required for the proper performance of public services.
- (6) The regulation of sign lighting is governed by Chapter 20D.160 RCDG.

Exhibit 6

EXTERIOR LIGHTING

- (7) Standards for properties in Transition Overlay Areas can be found in Chapter 20D.230 RCDG, Transition Overlay Areas.

030 General Requirements.

- (1) Site lighting trespass onto adjacent residential zones and shorelines shall be minimized.
- (2) Site lighting shall minimize light spill into the dark night sky.
- (3) Exterior lighting installations shall include timers, dimmers, sensors, or photo-cell controllers that turn the lights off during daylight hours or hours when lighting is not needed, to reduce overall energy consumption and eliminate unneeded lighting. The Technical Committee may grant exceptions to these requirements for lighting located under canopies, tunnels, parking garages and similar locations.
- (4) Exterior lighting installations shall be designed to avoid luminance levels that result in disability glare. Disability glare refers to the reduction or elimination of the ability to see areas or objects due to the presence of a bright light source within the field of vision.
- (5) Fixtures and lighting systems used for safety and security shall be in good working order and shall be maintained in a manner that serves the original design intent of the system.
- (6) Vegetation and landscaping shall be maintained in a manner that does not obstruct security lighting and minimizes possible entrapment spaces.
- (7) Lighting designs shall comply with the City of Redmond Energy Code, RMC 15.18, the City of Redmond Building Code, RMC 15.08, and the City of Redmond Electrical Code, RMC 15.12.

040 Lighting Standards for Uses within 50 Feet of Residential Zones

- (1) For exterior lighting installations and fixtures within 50 feet of Residential zones, the following requirements shall apply:
 - (a) The height of lighting fixtures shall be as provided in 120, Mounting and Illumination Standards Table.
 - (b) Lighting fixtures shall be aimed and shielded in a manner that shall not direct illumination on adjacent residential zones. Fixtures should be of a type or adequately shielded so as to prevent glare from normal viewing angles.
 - (c) Additional landscaping may be required by the Technical Committee to provide light screening between commercial zones and residential zones where the same would diminish or prevent light trespass. Where landscaping is used for light

Exhibit 6

EXTERIOR LIGHTING

screening, the Technical Committee shall take into consideration the applicable landscaping standards found elsewhere in these regulations, the design standards found elsewhere in these regulations, the creation of excessive shadows or dark spaces, and views into and out of a site.

050 Open-Air Parking Lot Lighting

- (1) Mounting heights for lighting fixtures and illumination standards for open-air parking lots are set forth in 120, Mounting and Illumination Standards Table.
- (2) Open-air parking lot lighting shall be designed to provide:
 - (a) Adequate vision, comfort, and safety.
 - (b) Uniform lighting throughout the facility with no dark patches or pockets.
 - (c) A minimum value of lighting necessary for the safety and identification of features.
- (3) Open-air parking lot lighting shall not cause direct illumination on adjacent and nearby properties or streets. Fixtures should be of a type or adequately shielded so as to prevent glare from normal viewing angles.
- (4) All lighting fixtures serving open-air parking lots, except as allowed in subsection (5) of this section, shall be full cutoff fixtures as defined by the Illuminating Engineering Society of North America (IESNA).
- (5) If the design of an area suggests the use of a particular "period" or architectural style fixture, the Technical Committee may permit alternatives or supplements to the lighting described above.
- (6) During periods of non-use, the lighting of parking facilities with Basic Security lighting should be turned off or reduced to conserve energy.
- (7) The Technical Committee may allow increases from Basic to Enhanced Security lighting levels (see 120, Mounting and Illumination Standards Table), when personal security is an issue, such as where the parking facility is used during all hours of the day and night, where special security needs exist, or where vandalism or crime is possible. The Technical Committee may consider specific site characteristics, level of vehicle and pedestrian conflict, special security needs, and history or likelihood of crimes in making its determination.

060 Canopy Lighting and Lighting of Service Stations.

- (1) Lighting of such areas shall not be used to attract attention to the business.

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EXTERIOR LIGHTING

- (2) Lighting levels shall be as set forth in 120, Mounting and Illumination Standards Table.
- (3) In order to minimize the extent of direct glare, light fixtures shall be mounted in one of the following manners:
 - (a) On canopies and recessed so that the lens cover is recessed or flush with the bottom surface (ceiling) of the canopy or shielded by the fixture or the edge of the canopy so that light is restrained to 85 degrees or less from vertical; or
 - (b) As indirect lighting where light is beamed upward and then reflected down from the underside of the canopy. When this method is used, light fixtures must be shielded so that direct illumination is focused exclusively on the underside of the canopy.
- (4) Lights shall not be mounted on the top or sides (fascias) of the canopy. The sides (fascias) of the canopy shall not be illuminated in a manner other than that prescribed under the section of these regulations regulating signs.
- (5) Illumination of areas around service station pump islands shall be as provided in 120, Mounting and Illumination Standards Table. At the discretion of the Technical Committee, increased lighting levels may be permitted for enhanced security purposes only.

070 Lighting of Outdoor Performance, Sport and Recreation Facilities and Playfields.

- (1) Lighting levels for outdoor performance areas, sport and recreation facilities, and playfields shall not exceed by more than five percent the Illuminating Engineering Society of North America (IESNA) published standards for the proposed activity.
- (2) Where playing fields or other special activity areas are to be illuminated, lighting fixtures shall be mounted, aimed and shielded so that their beams fall within the primary playing area and immediate surroundings, and so that no direct illumination is directed off the site.
- (3) The main lighting shall be turned off as soon as possible following the end of the event. The main lighting shall not remain on longer than 30 minutes following the end of the event. Where feasible, a low level lighting system shall be used to facilitate patrons leaving the facility, cleanup, nighttime maintenance and other closing activities. Illumination of the low lighting system shall be as provided in 120, Mounting and Illumination Standards Table.

080 Security Lighting.

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EXTERIOR LIGHTING

- (1) Security Lighting should use the lowest possible illumination to effectively allow surveillance. Illumination standards are set forth in 120, Mounting and Illumination Standards Table.
- (2) All security lighting fixtures shall be full cutoff fixtures as defined by the Illuminating Engineering Society of North America (IESNA).
- (3) Security lighting shall be shielded and aimed so that illumination is directed to the designated areas.
- (4) Where a proposed security lighting application is not identified in 120, Mounting and Illumination Standards Table, the table shall be used as a guide for establishing the range of permissible light levels.
- (5) Where a guardhouse or other manned security enclosure is used to provide security at a site, all security lighting shall be dimmable to lower levels at night in order to allow visibility from the guardhouse or security enclosure.

090 Architectural Accent Lighting.

- (1) Fixtures used to accent architectural features, materials, colors, style of buildings, or art shall be located, aimed and shielded so that light is directed only on those features. The Technical Committee may allow exceptions to this provision if minimal light escapes into the dark night sky or onto adjacent properties.
- (2) Maximum illumination levels shall be as provided in 120, Mounting and Illumination Standards Table.
- (3) Flags of the United States or Washington State may be illuminated from below provided such lighting is focused primarily on the individual flag or flags.

100 Lighting of Landscaping.

Illumination of landscaping shall utilize diffused or muted lighting, and avoid glare.

110 Temporary Lighting.

- (1) Lighting used to illuminate temporary uses shall be reviewed, and if necessary conditioned, through the Temporary Use Permitting Process.
- (2) The Technical Committee may impose specific conditions for the lighting of temporary uses consistent with the purposes of this title.

Exhibit 6 EXTERIOR LIGHTING

120 Mounting and Illumination Standards Table.

Condition/Type of Lighting	Within 50 feet of residential zones	Open Air Parking Lot	Canopy Lighting and Lighting of Service Stations (applies to areas around service station pump islands)	Outdoor Performance, Sport and Recreation Facilities and Playfields (low level lighting system)	Architectural Accent Lighting	Security Lighting Applications					
						Large Open Areas	Buildings	Perimeter Fence	Entrances (in inspection area)	Gatehouses (measured on the work-plane in the gatehouse)	Pedestrian Pathways and Access Routes
Maximum Mounting Height	15' above grade	15' if alternative to full cutoff fixture as defined by the Illuminating Engineering Society of North America (IESNA) or on top level of multilevel parking facilities 25' otherwise	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Minimum Footcandles (fc) on Ground	N/A	Basic Security = 0.2 fc Enhanced Security = 0.5 fc	1.0 fc	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Maximum Footcandles (fc) on Ground	N/A	Basic Security = 4.0 fc Enhanced Security = 7.5 fc	5.0 fc	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Average Footcandles (fc) on Ground	N/A	N/A	N/A	3.0 fc	N/A	0.5 – 2.0 fc ¹	0.5 – 2.0 fc ¹	0.5 fc	10 fc	30 fc	4 – 6 fc
Maximum Uniformity Ratio	N/A	Basic Security = 20:1 Enhanced Security = 15:1	4:1	4:1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Minimum Footcandles at 5' above Ground	N/A	Basic Security = 0.1 fc Enhanced Security = 0.25 fc	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Maximum Footcandles (fc) of any vertical surface in dark surroundings	N/A	N/A	N/A	N/A	3.0 fc	N/A	N/A	N/A	N/A	N/A	N/A
Maximum Footcandles (fc) of any vertical surface in light surroundings	N/A	N/A	N/A	N/A	5.0 fc	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

¹ The greater the brightness of the surrounding area, the higher the illuminance required to balance the brightness.

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TRANSPORTATION STANDARDS

DEFINITIONS

"A" Definitions

Alley.

A vehicular passageway through the middle of a block providing access to the rear of lots or buildings.

"C" Definitions

Concomitant Agreement.

An agreement recorded against the title of a parcel of land under which a property owner binds the property to certain terms and conditions in exchange for development approval.

"I" Definitions

Intersection.

Where two or more public and/or private alleys, roads, streets, or commercial, industrial or multi-family residential driveways meet or cross.

"P" Definitions

Peak Hour, A.M.

The consecutive 60-minute period during the a.m. hours which experiences the highest sum of traffic volumes as determined by the City on a roadway segment passing through a roadway intersection, or entering or leaving a development.

Peak Hour, P.M.

The consecutive 60-minute period during the p.m. hours which experiences the highest sum of traffic volumes as determined by the City on a roadway segment passing through a roadway intersection, or entering or leaving a development.

TRANSPORTATION STANDARDS

10 Transportation Concurrency

10-010 Purpose.

The purpose of this division is to:

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TRANSPORTATION STANDARDS

- (1) Comply with the requirement of the Growth Management Act (GMA) that the City; “adopt and enforce ordinances which prohibit development approval if the development causes the level-of-service on a transportation facility to decline below the standards adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development,”
- (2) Establish a transportation level-of-service (LOS) standard that seeks to balance mobility, circulation and access¹ demands from existing and future development, with the City’s future vision, framework policies and policies in the various elements of the Comprehensive Plan;
- (3) Implement the City’s transportation LOS standard set forth in Transportation Element Policy TR-4², establishing the specific relationship between implementation of the Transportation Facility Plan (TFP) and future development;
- (4) Provide for “concurrency testing” prior to the submittal of a development application in order to assess development impacts and to determine whether a proposed development will negatively affect the City’s transportation LOS standard;
- (5) Document a development’s compliance with the City’s transportation LOS standards by providing for the issuance of a certificate of concurrency for developments that pass the concurrency test; and
- (6) Provide options for developments that do not pass the concurrency test, subject to the approval of the Administrator.

10-020 Application

This section applies to:

- (1) All development approval applications filed after its effective date that generate demand for more than 25 mobility units (MU).
- (2) Phased Development. A phased development is any development involving multiple buildings where issuance of building permits could occur for individual buildings. The requirements of this section shall be applied at the time of approval of the initial phase and may be adjusted for each subsequent phase based on the cumulative impact of all the phases.

¹ The Redmond *Comprehensive Plan*, Transportation Element describes these demands as follows: “To achieve Redmond’s transportation vision, the policies have been developed with a common understanding of the concepts of mobility, circulation, and access. “Mobility” is the ability to travel over distances; “circulation” is the ability to move about within an area, connecting different localized land uses; and “access” is the ability to get to individual destinations.

² Redmond Comprehensive Plan, Transportation Element, p. 9-3.

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- (3) **Single Projects.** All development applications which have been submitted by the same developer on the same or contiguous parcel of land as a single project within the one-year period immediately prior to a current application will be considered along with the current application as being a single application for purposes of determining under subsection (1) above, whether this section applies.
- (4) **Change in Occupancy.** This section will apply to applications for tenant improvements if a proposed new use or an expanded existing use will generate demand for more than 25 additional MU.
- (5) **Concomitant Agreements.** Unless the agreement specifically provides otherwise, this section applies to any development application that is subject to an existing concomitant agreement.
- (6) **Reconstruction of Destroyed Buildings.** If a building is destroyed by fire, explosion or act of God or war, or is demolished and is reconstructed in accordance with the RCDG, it will not be required to comply with this section unless the reconstructed building generates demand for more than 25 MU in excess of those produced by the destroyed building prior to its destruction.
- (7) **Development Agreements.** A development agreement may include a provision whereby the City may grant a certificate of concurrency for a proposed development that meets the requirements of this division. In the development agreement, the City may also specify the length of time for which a certificate of concurrency is valid.

10-030 Relationship to the State Environmental Policy Act (SEPA)

This division establishes minimum requirements applicable to all developments and is not intended to eliminate the use of the State Environmental Policy Act (SEPA). An analysis of development specific impacts, particularly transportation safety and operational issues will occur, with mitigation identified as allowed under the authority of SEPA.

10-040 Administration

The Administrator shall be responsible for the administration of this division and may adopt rules for its implementation, provided the Administrator shall first hold a public hearing. The Administrator shall publish notice of intent to adopt any rule and the date, time and place of the public hearing thereon in a newspaper of general circulation in the City at least 20 days prior to the hearing date. Any person may submit written comment to the Administrator in response to such notice, and/or may speak at the public hearing. Following the public hearing the Administrator shall adopt, adopt with modifications, or reject the proposed rules.

10-050 Concurrency and the Transportation Level-of-Service (LOS) Standard

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TRANSPORTATION STANDARDS

The City shall issue a certificate of concurrency only if the City is able to determine that the unallocated mobility unit (MU) supply necessary to provide for the MU demand from a proposed development is available at the time of opening or within six years, consistent with the City's transportation level-of-service (LOS) standard.

To calculate the MU supply available to serve proposed development, the City shall include complete and fully committed Transportation Facility Plan (TFP) or six-year program improvements.

10-060 Review of Development Proposals – Concurrency Testing

The Administrator will use the Comprehensive Plan's land use growth target and Transportation Facility Plan (TFP) to determine the mobility unit (MU) demand expected from the growth target and MU supply provided by the TFP. The MU demand shall be determined by calculating the person miles of travel (PMT) generated by development, and shall consider the design, density, diversity of the development, including commute-trip reduction strategies, internal, diverted, and pass-by trips from existing traffic in evaluating the MU demand. The PMT shall be translated into MU demand such that one unit of PMT is equal to one unit of MU demand.

The MU supply provided by the TFP will be implemented through the six-year program. The Administrator shall calculate the MU supply available in each year of the six-year program and determine transportation concurrency for each new development by ensuring that the MU demand from a development does not exceed the MU supply that the City is able to provide for that development under the six-year plan. This analysis of the MU demand and MU supply relationship is a concurrency testing requirement to maintain the City's transportation level-of-service (LOS) standard under the Plan-Based concurrency system.

The concurrency testing process is divided into the following steps:

- (1) Application. Any proposed development which is subject to this division shall be tested for transportation concurrency by the Administrator to determine compliance with the City's transportation concurrency policies and regulations;
- (2) Certificate of Concurrency. A proposed development passes the transportation concurrency test if the mobility unit (MU) demand from the proposed development is less than or equal to the unallocated MU supply from TFP. The Administrator shall issue a certificate of concurrency to a proposed development that passes the concurrency test. A valid certificate of concurrency is necessary for development approval.

A certificate of concurrency shall include an adequate description of the development proposal to which the certificate applies, and any further information necessary to administer this division. The certificate may not be transferred to another proposed development unless approved by the Administrator.

A certificate of concurrency shall be valid for 180 days. The certificate of concurrency will remain valid if a complete development application is received by the City within

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180 days of the certificate being issued and subsequently for the duration that development application is under review by the City. A certificate of concurrency will continue to be valid for the same period of time as the development approval granted by the City. If the development approval does not have an expiration date, the certificate of concurrency shall be valid for one year, and then up to two one-year extensions upon approval by the Administrator.

- (3) Certificate of Concurrency Denial. A certificate of concurrency will be denied if the unallocated MU supply is less than the MU demand from the proposed development.
- (4) Administrator's Decision and Appeal Process. Decisions made by the Administrator pursuant to this division may be appealed as specified in RMC Impact Fees.
- (5) Expiration. A certificate of concurrency shall expire:
 - (a) If a complete application for the development for which concurrency is reserved is not made within 180 days of issuance of the concurrency certificate. If a certificate of concurrency expires before a complete development application is submitted to the City, the developer must wait 30 days before submitting another concurrency application request for the same development; or
 - (b) If either the related development application expires or is denied, or if the related development approval expires or is revoked by the City.

10-070 Available Options When the Mobility Unit (MU) supply is Insufficient to Serve a Proposed Development

- (1) If a development is tested for transportation concurrency, and does not pass, the developer may:
 - (a) Reduce the size of the proposed development until the MU demand is equal to or less than the MU supply that is available;
 - (b) Delay the proposed development until the City or others increase the MU supply;
 - (c) Obtain supplemental mitigation by purchasing sufficient MUs to serve the MU demand of the proposed development;
 - (d) Upon approval by the Administrator, a developer may implement TDM strategies as supplemental mitigation provided that the MU demand from a proposed development is reduced due to the elimination of trips, and the TDM strategies become a legal project approval condition of the development. The Administrator will determine, consistent with accepted engineering and planning practice, the appropriate reduction in trips and mode split to be applied to the proposed development, and shall review and approve the TDM strategies proposed by the developer, provided that:

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- (i) These strategies shall be pre-negotiated and approved by the Administrator;
 - (ii) There shall be methods to monitor and enforce TDM performance, and a fallback plan which would be implemented if the development fails to achieve TDM goals within two years;
 - (iii) The TDM strategies become a condition tied to all future owners of the development and property; and,
 - (iv) The TDM strategies meet the criteria of subsection (3) below.
- (2) Payment for and Timing of Supplemental Mitigation. If allowed by the Administrator, a developer may provide funding in an amount equal to the City's estimated cost of the necessary MUs. The cost per MU supplied shall be indexed for inflation using the same method used to update transportation impact fees. The Administrator, with the concurrence of other affected City departments, may provide for latecomer agreements as provided by state law or for other reimbursement from properties benefited by the improvements unless the City Council finds reimbursement to be inappropriate. The Administrator may require that a developer build or implement a transportation improvement, rather than provide funding.

Funds for transportation improvements must be paid by the developer to the City prior to issuance of a building permit, final plat approval or other approval requiring improvements under this section; provided that the developer may, at the Administrator's option, submit an assurance device in a form approved by the Administrator.

A developer providing supplemental mitigation may receive credit towards payment of required transportation impact fees. Credit determination shall be made according to RMC Impact Fees.

- (3) Supplemental Mitigation Decision Criteria – Acceptable Supplemental Mitigation requires a finding by the Administrator that:
- (a) The supplemental mitigation meets the definition outlined in Chapter 20A.20 RCDG; or if a developer proposes as supplemental mitigation a transportation improvement that is not identified in the City's Transportation Facility Plan (TFP), the transportation improvement must first be considered and approved as an amendment to the Comprehensive Plan before the supplemental mitigation is approved.
 - (b) The MU supply is available concurrent with the development or that a financial commitment is in place to complete the improvement that provides the MU supply within six years.

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- (c) The effect of the improvement would not result in a reduction or the loss of another transportation objective, including but not limited to maintaining high occupancy vehicle lanes, sidewalks, paths, trails, or bicycle lanes.
 - (d) Any adverse environmental impacts of the proposed transportation improvement can be reasonably mitigated.
 - (e) The improvement is consistent with accepted engineering and planning standards and practices.
 - (f) Where practical, transportation improvements required as part of supplemental mitigation, should be made at locations most impacted by the development.
 - (g) A developer proposing TDM strategies demonstrates that the MU demand is reduced. The developer must have additional strategies to address a situation where the reduction in MU demand is not met by the developer's initial TDM strategies.
 - (h) Notwithstanding the foregoing, the Administrator has the authority to require correction of a documented safety-related deficiency.
- (5) Supplemental Mitigation Denial Process. If the Administrator determines that the proposed supplemental mitigation does not meet the requirements of this section, the Administrator may deny the issuance of a certificate of concurrency.

15 Transportation Management Program

15-010 Requirement

- (1) All development applications that warrant transportation mitigation are required to comply with this division. For purposes of the Transportation Management Program (TMP), transportation mitigation is warranted when:
 - (a) A commercial or industrial development generates 30 or more new vehicle trips and has at least 25 employees arriving at the site during the a.m. peak hour, p.m. peak hour, or both, provided, that in mixed-use developments a TMP is required only for the commercial or industrial portion of the development; or
 - (b) The TMP is required in order for a development to achieve concurrency as required in 10, Concurrency; or
 - (c) The TMP is required based on the amount of parking to be provided by the development, as required in Chapter 20D.130 RCDG, Parking.

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- (2) Where a TMP is required under subsection (1)(b) above, the TMP may be required to exceed the requirements of this section if necessary in order to achieve concurrency.
- (3) The fee charged for the review and monitoring of a TMP shall be set by ordinance.

15-020 Program Objective

The building owner shall implement a transportation management program to reduce the level of traffic generation during the a.m. and p.m. peak hours.

15-030 Program Performance

- (1) A program performance level shall be determined by the City of Redmond (as represented by the Technical Committee) and shall be defined in terms of a not to exceed percentage of single occupancy vehicle (SOV) use during combined a.m. and p.m. peak (commuter) periods. The program performance level shall be no greater than 70 percent single occupancy vehicles for program approval (i.e., for every 100 commuters arriving at the worksite during peak commute periods, a maximum of 70 would be in single occupancy vehicles). In the Overlake Neighborhood, the program performance level shall be no greater than 60 percent single occupancy vehicles for program approval.
- (2) This performance level shall be met within a period of two years, and shall be further defined in terms of target annual achievement levels for each of the two years. The peak hour trip generation forecast as indicated by an accepted project transportation analysis shall serve as the base for applying the performance requirement.

15-040 Required Program Activities

Upon determination of the Technical Committee, the building owner will provide for implementation of these program elements or their equivalent for program approval:

- (1) Administration. A TMP designed to achieve the City's program performance level.
- (2) Occupant Survey. Within six months of substantial occupancy, a survey of occupants will be conducted to determine commute modes, needs and preferences. An annual survey (approved by the City of Redmond) to assess program performance shall be performed. Examples of acceptable survey methods include commute trip reduction surveys, driveway surveys or survey sampling methods that can be demonstrated to be statistically equivalent to these methods. Upon meeting the program performance level, a survey shall be conducted every two years.
- (3) Transportation Coordinator. Appoint a transportation coordinator prior to building occupancy permit approval. The transportation coordinator should maintain records related to program implementation which would be annually submitted to the Technical Committee to monitor progress toward meeting a target goal.
- (4) Promotion.

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- (a) There shall be an annual distribution of transportation information resources to all employers at the site for distribution to employees.
- (b) Special transportation promotion, "Transportation Day," to increase occupant awareness of available programs and commuting alternatives.
- (5) Preferential Parking for Carpools, Vanpools, and Bicycles. Preferential parking near main building entrances shall be designated subject to site plan approval. Preferential parking spaces shall be signed, and parking by nonregistered vehicles prohibited and enforced. Designated preferential parking shall be sufficient to meet demand, up to 10 percent of the total parking spaces provided. Bicycle racks shall be installed near main occupant entrances and screened from adverse weather conditions. Bicycle racks shall be made available for a minimum level of use of 7.5 percent of the occupant population at each site.
- (6) Transportation Information Centers. For all buildings occupied by at least 25 occupants, transportation and commute information will be placed in a visible location.
- (7) Transportation Management Program information shall be distributed as a component of new employee orientation programs.
- (8) The property owner will provide for joining and maintaining membership in a Transportation Management Association (if established) in the vicinity of the development. The transportation coordinator will serve as a representative to the Transportation Management Association.
- (9) Incentives. At least one financial incentive equivalent to 25 percent of a monthly peak period two-zone bus pass and offered to all affected occupants at the site will be implemented. Financial incentives such as subsidized bus passes, carpool mileage, commuter club incentives, subscription "custom" bus service and direct pay bonuses for occupant contribution to success are acceptable and effective methods of reaching target goals. *Other equivalent program elements (such as parking pricing) may also be proposed for inclusion in the TMP, subject to approval by the Technical Committee's finding that the alternate program will be equally effective.*
- (10) Contingency Measures. At least one additional financial incentive or other equivalent program element will be identified for implementation in the event that two consecutive TMP reports show that target goals are not met.
- (11) A property owner may propose a demonstrated, equally effective alternative in lieu of a required element. Substitution of such alternatives is subject to approval by the Technical Committee.

15-060 Program Review

Following implementation of the program, the Technical Committee shall periodically review progress towards meeting transportation objectives and program effectiveness with the intent that new and innovative program activities (including required program elements) may be initiated and less effective program activities revised or omitted. The Technical Committee will review

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the annual transportation management report and determine a successful achievement for that period.

15-070 Program Implementation

- (1) By entering into a TMP, the property owner recognizes that the terms and conditions of an approved TMP are binding upon the property for the lifetime of the development. The TMP shall be recorded with the King County Department of Records and Elections and will be binding upon the property owner, its successors in interest and assigns, as to the property. Any changes or revisions to a TMP requested due to change of ownership must at least comply with the minimum requirements in effect at the time the change or revision is requested and are subject to approval of the city.
- (2) Failure to implement the TMP may result in the imposition of penalties as provided for by Chapter 1.14 RMC.

20 Street and Access Standards

20-010 Purpose

The purpose of this division is to establish street and access standards to implement:

- (1) RCDG Title 20B, Comprehensive Plan;
- (2) The City of Redmond Transportation Master Plan; and
- (3) The Neighborhood Street Plans found in the Neighborhoods Element of the Redmond Comprehensive Plan or in Chapter 20C.70 RCDG.

20-020 Scope.

The requirements of this division shall apply to all development in the City processed under Chapter 15.08 RMC, Building Code, and RCDG Titles 20C, 20D, and 20F. No permit shall be issued nor approval granted without compliance with this section.

20-030 Street Classification.

Streets and rights-of-way are classified as freeways, principal arterials, minor arterials, collectors, connectors, local access streets, and alleys. A description of each of these classifications is contained in Section 5D of the City's Transportation Master Plan.

20-040 Street Plan

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- (1) Streets shall be designated and located to conform to the Transportation Master Plan and the Neighborhood Street Plans. Where not part of an adopted plan, streets shall be designed to:
 - (a) Provide multimodal street improvements according to City standards;
 - (b) Complete missing links and improve connections among adjacent neighborhoods;
 - (c) Provide access to and from public transportation facilities;
 - (d) *Maintain continuity of the street pattern;*
 - (e) Avoid creation of excessively large blocks on local access streets; and
 - (f) Manage access to arterials.
- (2) Where topography or other conditions make achievement of the design objectives in subsection (1) impractical, street design shall conform to a system approved by the Technical Committee.

20-050 Access

- (1) Lot Access. All lots shall have access to a public right-of-way via direct access to the right-of-way, an easement recorded with King County, or a private drive or road. The specific design of property access shall be based on standards and guidelines established or approved by the City of Redmond.

Where feasible access is available from a property to more than one public right-of-way, the property shall access the lower classification street as defined in 20-030. Access is feasible when it provides a direct connection via easement, private road, or other means to a public right-of-way and when it meets minimum Fire Code access requirements.

- (2) Waterfront Access. Rights-of-way may be required to be extended to water bodies and/or the center of watercourses as land is developed to provide public access.

[INSERT GRAPHIC REPRESENTATIVE OF REDMOND STREETS]

20-060 Required Public Improvements.

Except as provided in subsection (4) below, it shall be a condition of approval for development permits that public improvements including paving, curbs, sidewalks, storm drainage, street lights and underground utilities conforming to the standards adopted by the Technical Committee shall be installed by the applicant prior to final approval or occupancy as follows:

- (1) This section shall apply to:

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- (a) New commercial, industrial or residential construction (except for accessory dwelling units).
 - (b) Subdivisions.
 - (c) Dedication of private streets.
 - (d) Remodeling or additions to existing commercial, industrial, or multi-family residential buildings or conversions to these uses that increase gross floor area by 20 percent or greater, or any alterations or repairs which exceed 100 percent of the value of the previously existing structure.
 - (e) Remodeling or additions to existing single-family residential buildings located on an arterial, along a designated Lake Washington School District school walk route, in the Downtown, or within 350 feet of an improved section of roadway that increase the gross floor area by 100 percent or more, or any alterations or repairs which exceed 100 percent of the value of the previously existing structure. The Technical Committee may waive this requirement if any of the conditions set forth in subsection (4) below are present.
- (2) Street improvements shall as a minimum include half the street abutting the property, but may extend to full-street improvements to ensure safe movement of vehicles, bicyclists or pedestrians. Additional construction may also be required beyond the property frontage to the minimum extent to ensure safe movement of vehicles, bicyclists or pedestrians, to ensure safe walking conditions for students who walk to and from school, and to connect with nearby improvements within 350 feet.
- (3) Other public improvements may be required by the Development Guide as part of street improvements for development. These may include, but are not limited to, sidewalks, landscaping, street trees, pedestrian and equestrian paths, curb ramps, safety railings, guard rails, traffic calming measures, and transit and bicycle facilities.
- (4) Improvements required by this section shall not be required if the Technical Committee determines that any of the following conditions are present:
- (a) The impacts of the development do not contribute to the need for the required improvement or dedication; or
 - (b) The improvements required by this section do not alleviate or mitigate any need created by the development; or
 - (c) The required improvement or dedication is not related either in nature or extent to the impact of the proposed development, i.e., the improvement or dedication is not roughly proportional to the impacts of the development; or
 - (d) If constructed, the use or operation of the improvements would decrease traffic safety; or

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- (e) The street is planned to be improved as a whole through a fully funded capital improvement project programmed by the City, County or State, and
 - (i) The developer contributes to the cost of the improvement through payment of traffic impact fees or other payment based on the impacts of the development; and
 - (ii) The property owner signs a covenant not to oppose formation of a Local Improvement District (LID) for the planned improvement.

If the Technical Committee determines that improvements are not required under this subsection, the Technical Committee may still require the applicant to furnish and implement an interim street plan to bring the roadway up to the existing character of surrounding streets and pedestrian facilities.

20-070 Traffic Control, Safety Devices and Street Lights.

- (1) As a condition of development approval, the Director of Public Works may require that all or any portion of the needed traffic control and safety markings, signs, signals, street lights, turn lanes, traffic calming measures, and other devices be installed or funded. The requirement for these items shall be based on warrants and guidelines established by the City of Redmond, the Washington State Department of Transportation (WSDOT), the American Association of State Highway and Transportation Officials (AASHTO), and the Manual on Uniform Traffic Control Devices (MUTCD). Such devices shall only be required when it is clearly demonstrated that the development itself or in conjunction with other developments is causing the need for the improvement.
- (2) Whenever any construction within or adjacent to any public street will result in street lights being temporarily removed or disconnected for more than 24 hours, the party proposing such temporary removal or disconnection shall be required to submit a temporary lighting plan for review and approval by the Public Works Department before any removal or disconnection takes place. The Public Works Department shall approve the temporary lighting plan only if adequate provisions are made for the safety of vehicles and pedestrians during periods in which the street lights will be removed or disconnected for more than 24 hours.
- (3) Whenever any construction within or adjacent to any public street will result in the temporary closure of all or any portion of any sidewalk or other public walkway, the party proposing such temporary closure may be required to submit a temporary pedestrian linkage plan for review and approval by the Public Works Department before any closure takes place. The Public Works Department shall approve the temporary pedestrian linkage plan only if adequate provisions are made for the safe passage of pedestrians during the periods when the sidewalk or walkway will be closed.

20-080 Right-of-Way and/or Easement Dedication.

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Where a planned street right-of-way or roadway, sidewalk, slope or utility easement, as indicated by 20-040 or as is necessary to complete a public City street, lies within a proposed development, the fee owner of the property shall be required to dedicate the right-of-way to the City as a condition of approval under RCDG Title 20F, Administration and Procedures. Prior to acceptance of the right-of-way and/or easement by the City, the fee owner will be required to remove or subordinate any existing private easements or rights that encumber the property to be dedicated, and shall be required to remove any encroachments on such easements or rights-of-way.

20-090 Private Streets.

Local access streets serving less than 10 single-family homes may be private, subject to the approval of the Technical Committee. If agreed to by the City, private streets may be dedicated to the City but only upon meeting all requirements of 20-060, Required Public Improvements.

20-100 Construction Specifications and Design Standards.

Street and right-of-way improvement construction specifications, standardized details, and design standards shall be prepared by the Director of Public Works. The specifications shall include, but are not limited to, the following: street widths, curve radii, alignments, street layout, grades, sidewalk placement and standards, length of cul-de-sacs, intersection design, sight distance and clearance, and driveway location. Amendments to these standards may be made as conditions warrant. The specifications and any amendments shall be made available to the public and become an appendix to the Development Guide. Alternative street designs may be approved by the City Council to encourage innovative designs or reduce disturbance to the natural setting if it finds that the alternative meets the intent of this chapter.

20-130 Performance Assurance.

To ensure compliance with this section, the provisions of RCDG 20F.20.60-060, Performance Assurance, shall be met.

25 Sight Clearance at Intersections

25-010 Purpose

The purpose of this section is to ensure adequate sight distance for all users at intersections.

25-020 Sight Distance Triangle

The sight distance triangle is described by two intersecting lines of a specified length (a) and (b) which correspond to the straight line projections of the pavement edges or curb face and a third line which connects the extremities of the other two, as shown in the illustration below. The location of the pavement edge or curb face shall be for a fully developed street that meets City standards for the classification.

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[REPLACE TABLE WITH ILLUSTRATION]

[RETAIN ILLUSTRATION]

25-030 Obstructions Prohibited

The obstruction of a motor vehicle operator's view at an intersection shall be prohibited within the "Sight Distance Triangle" described in this section and in the City of Redmond's construction "Standard Specification and Details" between a height of two feet and eight feet above existing street grade.

Fences; hedges; and signs, shrubs, natural vegetation and trees and other inanimate objects greater than 18 inches in width or diameter are not allowed in the Sight Distance Triangle. Traffic control devices; and utility poles, trees and other opaque inanimate objects 18 inches or less in width or diameter are allowed in the sight distance triangle when spaced at an adequate distance to not significantly obstruct the site distance triangle.

[RETAIN ILLUSTRATION]

25-040 Vertical Sight Distance at Intersections

- (1) Minimum vertical sight distances shall be established by the Department of Public Works consistent with vehicular speeds and stopping sight distance.
- (2) These standards shall be published, placed in the appendix of the Development Guide and be made available to the public.

25-050 Special Cases

Where unusual conditions, such as roundabouts, preclude the application of this section in a reasonable manner, the Department of Public Works may establish minimum sight distances based on the intent of this section. These minimum sight distances may be more restrictive than provided in RCDG 20D.210.25-040. Minimum sight distances for roundabouts are provided in the City's Roundabout Design Manual.

30 Pedestrian, Bicycle and Other Non-Motorized Connections.

30-010 Purpose.

The purpose of this section is to ensure connectivity between the various neighborhoods of the City by providing facilities for the mobility and safety of pedestrians and non-motorized conveyances.

30-020 Required Installation

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As development occurs, sidewalks, bike lanes, multi-use paths, and trails shall be provided. Installation is required as a condition of development approval.

30-030 Location

Sidewalks, bike lanes, multi-use paths and trails shall be provided in public rights-of-way or easements across private property that guarantee public access after consideration of the following factors:

- (1) Compliance with RCDG Title 20B, Comprehensive Plan;
- (2) Need to improve access to public facilities;
- (3) Need to connect a development with trails;
- (4) Need for access between developments;
- (5) Compliance with the standards of 20, Street and Access Standards;
- (6) Need for sidewalks on one or both sides of a street;
- (7) Compliance with RCDG Appendix 20C-1; and
- (8) Compliance with RCDG 20C.40, Downtown, 20C.45 Overlake, and 20C.70, Neighborhoods.

30-040 Construction Specifications

Construction specifications and design details for sidewalks, bike lanes, multi-use paths, and trails shall be prepared by the Director of Public Works or incorporated in the Parks, Arts, Recreation and Conservation Plan.

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DEFINITIONS

“V” Definitions

Value, Existing Structure.

The value established by the records of the King County Assessor or, where the applicant disagrees with such value, the value established by a current appraisal of replacement value that is:

- (1) Prepared by an appraiser licensed by the State of Washington to appraise properties of the type at issue; and
- (2) Paid for by the applicant; and
- (3) Determined to be accurate and reliable by the Administrator.

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10 Adequate Public Facilities and Services Required.

10-010 Purpose.

The purpose of this chapter is to ensure that public facilities and services necessary to support development are adequate or will be provided in a timely manner consistent with the Public Facilities and Services planning goal of the Washington State Growth Management Act, as amended, and the policies of the Redmond Comprehensive Plan by:

- (1) Specifying the on-site and off-site facilities and services that must be in place or otherwise assured of timely provision before development.
- (2) Allocating the cost of those facilities and services based upon the extent to which the development contributes to the need for such facilities and services.
- (3) Providing a mechanism to relate development standards and other requirements of the Redmond Community Development Guide to:
 - (a) Adopted service level standards for public facilities and services.
 - (b) Procedural requirements for phasing development projects to ensure that services are provided as development occurs.

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- (c) The review of development permit applications.

10-020 General Requirements.

- (1) All new development proposals including any use, activity, structure or division of land allowed by the Redmond Community Development Guide (RCDG) or the Redmond Municipal Code that requires City of Redmond approval shall be adequately served by the following facilities and services prior to the time of occupancy, recording, or other land use approval, as further specified in this chapter:
 - (a) Sewage disposal.
 - (b) Water supply.
 - (c) Surface water management.
 - (d) Streets, sidewalks, trails, and access.
 - (e) Fire protection service.
- (2) All improvements, dedications, or property transfers required under this division shall meet the following requirements:
 - (a) The impacts of the development must contribute to the need for the required improvement, dedication, or transfer.
 - (b) The required improvement, dedication, or transfer must alleviate or mitigate the need created by the development.
 - (c) The required improvement, dedication, or transfer must be related in nature and extent to the impact of the development, i.e., it must be roughly proportional to the impact of the development.
- (3) Requests to Modify or Rescind Requirements.
 - (a) An applicant may request that the Technical Committee modify or rescind a required improvement, dedication, or transfer if the requirement does not meet all of the provisions of subsection (2) of this section.
 - (b) The applicant shall explain what condition justifies the modification or rescission. The request shall be made in writing and be made no later than the end of the appeal period for the approval that imposes the required improvement, dedication, or transfer.
 - (c) The Technical Committee shall adopt written findings and conclusions documenting its decision to approve or deny the request. The findings and

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conclusions shall document whether (i) the development contributes to the need for the required improvement or dedication and (ii) the required improvement or dedication is roughly proportional to the impact from the development. The Technical Committee shall consider whether credits, latecomer's fees, or other measures can be used to modify the required improvement, dedication, or transfer so that it is roughly proportional to the impact from the development.

- (d) As a condition of approving an exception, the Technical Committee may require:
 - (i) Those dedications or improvements necessary to mitigate the impacts of the development; and
 - (ii) The applicant to furnish an interim improvement plan to mitigate the impacts of the development. Any interim improvement plan may include a covenant consenting to formation of a local improvement district, and a plan for the installation of improvements that will bring the facility up to the adopted level of service standards. Any requirement to prepare an interim plan shall be proportionate to the scale of the proposed development.

10-030 Certificates of Water and Sewer Availability Outside City Limits.

Whenever the City agrees to provide water or sewer service to development outside of the City limits, a certificate of water or sewer availability will be issued.

10-040 Adequate Water Supply and Sewage Disposal.

- (1) All uses and development shall be served by an adequate public water supply system, including both supply and distribution, and an adequate public sewage disposal system, including both collection and treatment facilities, that meet the requirements of this section.
- (2) A public water system is adequate for a use or development proposal if the following requirements are met:
 - (a) For the issuance of a building permit, preliminary plat approval or other land use approval, the applicant must demonstrate the following:
 - (i) The proposed development can be connected to the City's water supply system or another system approved by the City.
 - (ii) The water supply system can supply sufficient flows to serve the proposed uses and their needed fire flows.
 - (iii) The water supply system has sufficient storage capacity to serve the proposed uses and their needed fire flows.

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- (b) The Technical Committee shall review the proposed water supply system and if the system meets the requirements of this section, approve the water system. The Technical Committee can condition its approval and require on-site and off-site improvements or contributions to off-site improvements to ensure the requirements of this section are met. These improvements include, but are not limited to:
 - (i) The construction of mains in all public and private streets or utility easements within and adjacent to the proposed development.
 - (ii) The construction of mains through the development to adjacent properties to provide for a well-gridded water system and allow adjacent properties to connect to and extend the water system.
 - (iii) The construction of off-site improvements needed to:
 - (A) Connect to the existing system.
 - (B) Provide the storage and flows needed to meet the level of service standards and the requirements of the Water System Plan.
 - (C) Provide the storage and flows needed to meet the water demands generated by the proposed development.
 - (D) Provide the storage and flows needed to supply the fire flows needed to serve the development.
 - (iv) The construction of pressure-reducing valves and similar appurtenances to provide pressure zone separation in the distribution system.
 - (v) The construction of pump stations needed to serve the development if it is in a special pressure zone. This will only be required or allowed in accordance with designated permanent pump stations listed or shown in the current Water System Plan.
 - (vi) The construction of replacements or improvements to existing facilities in order to maintain an established level of service for water system demand and fire flow to the development.
 - (vii) The construction of replacements or improvements to existing off-site facilities to the extent that the new development would cause the level of service for existing customers to drop below existing standards.
 - (viii) The transfer or dedication of easements or land needed for the construction and maintenance of water system improvements.

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- (3) A public sewage disposal system is adequate for a use or development if the following requirements are met:
- (a) For the issuance of a building permit for a new structure that requires sewage disposal, preliminary subdivision approval, short plat approval, binding site plan approval, site plan approval or other land use approval:
 - (i) The site shall be connected to the City's sewage collection system in compliance with the General Sewer Plan, or its successor.
 - (ii) The disposal system has been approved by the Technical Committee as being consistent with applicable state and City policies, regulations, design and operating guidelines.
 - (b) The Technical Committee can condition its approval and require on-site and off-site improvements or contributions to off-site improvements to ensure the requirements of this section are met. These improvements include, but are not limited to:
 - (i) The construction of mains in all public and private streets or utility easements within and adjacent to the proposed development.
 - (ii) The construction of mains through the development to serve the lots and buildings within the development and to adjacent parcels to allow adjacent properties to connect to and extend the sewer system.
 - (iii) The construction of off-site improvements needed to connect to the existing system and to provide collection capacity needed to meet the level of service standards and the anticipated demand from the service area.
 - (iv) The construction of wastewater pump stations needed to serve the development because of topographical considerations. This will only be required in accordance with or allowed with designated wastewater pump stations listed or shown in the current General Sewer Plan, or its successor.
 - (v) The construction of replacements or improvements to existing facilities in order to maintain established level of service for wastewater discharge from the service area.
 - (vi) The construction of replacements or improvements to existing off-site facilities to the extent that the new development would cause the level of service for existing customers to drop below existing standards.

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- (vii) The transfer or dedication of easements or land needed for the construction and maintenance of sewer system improvements.
- (4) A private sewage collection and disposal system meets the requirements of this section where all of the following requirements are met:
 - (a) The system will serve one single-family residence developed at an average density of one dwelling unit per acre or less.
 - (b) The zoning district in which the single-family residence will be located has a maximum density of one dwelling unit per acre or less.
 - (c) The Seattle-King County Department of Public Health, or its successor, has approved the private sewage collection and disposal system as meeting all of the department's applicable requirements.
- (5) For final inspection approval for a building, the issuance of a certificate of occupancy for a building, or approval of a change of use permit; the approved connections to the City water system and any system improvements needed to adequately serve the proposed building or use and the approved sewage disposal system required in subsections (1), (2), and (3) or (4) of this section shall be installed to serve each building or lot.
- (6) Before recording a final plat, a final short plat, or a binding site plan; either the approved connections to the City water system and any system improvements needed to adequately serve the proposed building or use and the approved public sewage disposal system required in subsections (2) and (3) or (4) of this section shall be installed to serve each lot or a performance guarantee complying with the requirements for subdivisions, short subdivisions, or binding site plans shall be used to guarantee the future installation of the approved public sewage collection system. The performance guarantee may be assigned to the City to assure the construction of the required facilities if the system is not otherwise constructed to City standards as required by City performance guarantee requirements.
- (7) For the issuance of a building permit, site plan approval, or changes in use, any sewage pre-treatment or treatment facilities required by any government agency shall be provided at occupancy. The property owner and occupant shall maintain and operate the pretreatment facility for the life of the use.

10-050 Surface Water Management.

All new development shall be served by an adequate surface water management system complying with the policies of the Comprehensive Plan and meeting the requirements of Chapter 15.24 RMC, Clearing, Grading, and Storm Water Management.

10-060 Adequate Streets, Sidewalks, and Trails.

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- (1) All new uses or development shall be served by adequate streets, sidewalks, and trails. Streets, sidewalks, and trails are adequate if all of the following conditions are met:
 - (a) The development's traffic impacts on surrounding public streets are acceptable under the level-of-service standards and the compliance procedures in Chapter 20D.210 RCDG, Transportation Standards.
 - (b) The construction requirements of RCDG 20D.210.20, Street and Access Standards, are met.
 - (c) The proposed development and the traffic, pedestrians, and bicyclists generated by or attracted to the development will not create safety hazards on nearby streets and sidewalks or those hazards will be corrected by the applicant.
 - (d) All trails, bikeways, bicycle lanes, and bicycle routes shown in the Comprehensive Plan on or adjacent to the development are constructed and dedicated or transferred to the City.
 - (e) All sidewalks and pedestrian improvements required by RCDG Title 20 are provided.
 - (f) The proposed circulation system of a proposed subdivision, short subdivision or binding site plan shall intersect with existing and anticipated streets abutting the site at safe and convenient locations, as determined by the Technical Committee and the City Engineer.
 - (g) Every lot upon which one or more buildings is proposed to be erected or a traffic generating use is proposed to be established, shall establish safe access as follows:
 - (i) Safe passage from the street right-of-way to building entrances for transit patrons and other pedestrians, in accordance with the requirements of Chapter 20D.240 RCDG, Transit Supportive Development.
 - (ii) Direct access from the street right-of-way, fire lane or a parking space to any part of the property as needed to provide public services in accordance with adopted standards (e.g., fire protection, emergency medical service, mail delivery and trash collection).
 - (iii) Direct access from the street right-of-way, driveway, alley or other means of ingress and egress approved by the City of Redmond to all required off-street parking spaces on the premises.
- (2) Location of sidewalks, walkways, trails, bikeways, bike lanes, and bicycle routes.
 - (a) Sidewalks, walkways, trails, bikeways, bike lanes, and bicycle routes shall be located in public rights-of-way or easements that guarantee public access.

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- (b) Trails, walkways, and bikeways shall follow the routes shown in the Comprehensive Plan, but may vary if connections between points are maintained. In determining the location of walkways, trails, bikeways, bike lanes, and bicycle routes, the following factors shall be considered:
 - (i) The locations shown on RCDG Title 20B, Comprehensive Plan.
 - (ii) The need to improve access to public facilities.
 - (iii) The need to connect a development with various ways, such as streets, trails, bikeways, and walkways.
 - (iv) The need to provide access between developments and uses.
 - (v) The feasibility of constructing the facility in the proposed route.
- (3) The renewal of permits or the issuance of a new permit for existing uses constitutes a new development proposal only if it will generate additional traffic above that currently generated by the use.
- (4) The Technical Committee shall review the proposed transportation improvements and if the improvements meet the requirements of this section, approve them. The Technical Committee can condition its approval and require on-site and off-site improvements or contributions to off-site improvements to ensure the requirements of this section are met.

10-070 Adequate Fire Protection.

- (1) All new developments shall be served by adequate fire protection. This requirement shall be met if:
 - (a) The site of the proposed development is served by a water supply system that provides the required minimum fire flow.
 - (b) The site of the proposed development is served by a street system or fire lane system that provides life safety/rescue access.
 - (c) The site of the proposed development and any proposed buildings meet the fire protection requirements for buildings in Chapter 15.06 RMC, Fire Code.
 - (d) Emergency access easements needed to maintain required emergency access and fire lane systems are created and recorded.
- (2) The Technical Committee shall review the proposed fire improvements and if the improvements meet the requirements of this section, approve them. The Technical

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Committee can condition its approval and require on-site and off-site improvements or contributions to off-site improvements to ensure the requirements of this section are met.

10-080 Construction Standards, Specifications, and Drawings.

- (1) The Public Works Department, or its successor, shall prepare and approve:
 - (a) Design standards, construction specifications and construction details for water systems, sewer systems, storm water systems, streets, sidewalks, bikeways, and other ways.
 - (b) Construction and as-built drawing formats and content requirements.
- (2) For any facilities to be dedicated or transferred to the City of Redmond or required under RCDG Title 20, the person constructing the facility shall submit construction drawings to the Public Works Department for approval before construction of the improvements.
- (3) For any facilities to be dedicated or transferred to the City of Redmond or required under RCDG Title 20, the person constructing the facility shall submit as-built construction drawings to the Public Works Department for approval after the facilities are built and before the improvements are accepted.

20 Electrical Equipment and Wiring

20-010 Purpose

The purpose of this chapter is to ensure the placement of utilities underground in order to:

- (1) Eliminate safety issues caused by damaged overhead lines;
- (2) Reduce the number of service interruptions caused by storms;
- (3) Remove utility poles which are a hazard along streets; and
- (4) Increase the appearance and aesthetics of the public ways.

20-015 Requirements for Wiring and Electrical Equipment

- (1) Existing aerial wiring shall be relocated underground and new facilities installed underground within a property and within the public right-of-way abutting the property when one or more of the following occurs:
 - (a) Subdivisions are developed;
 - (b) Short subdivisions are developed;

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- (c) Local improvement districts and utility local improvement districts are developed;
 - (d) Street or utility improvements are undertaken;
 - (e) Binding site plans are developed;
 - (f) New commercial, industrial or multi-family residential buildings are constructed;
 - (g) Remodeling or additions to existing commercial or industrial buildings or conversions to these uses that increase gross floor area by 50 percent or more, or any alterations or repairs which exceed 100 percent of the value of the previously existing structure, and to single-family and multi-family residential buildings whenever any alterations or repairs exceed 100 percent of the value of the previously existing structure; or
 - (h) Building complexes or other projects are developed and are of a size to warrant undergrounding.
- (2) Wiring for electrical, communication, and other purposes serving a building or property shall be relocated or placed underground from the point of primary distribution to within a property when one of the following occurs:
- (a) The overhead electrical, communication, and primary utility distribution facilities are relocated underground;
 - (b) Remodeling or additions to existing commercial or industrial buildings or conversions to these uses takes place;
 - (c) The electrical service panel within a structure, or the service lines to the structure, are upgraded or modified; or
 - (d) Remodeling or additions to the existing residential buildings that increase gross floor area by 20 percent or more, or any alterations or repairs which exceed 100 percent of the value of the previously existing structure.
- (3) All new equipment related to the provision of electrical service, communications, or other utilities, except transformers, switch cabinets, traffic signal cabinets and street lighting cabinets, shall be installed in one of the following locations:
- (a) Underground;
 - (b) Inside a building;
 - (c) In a service alley;
 - (d) Immediately adjacent to a building and screened from view; or
 - (e) In a landscaped area and screened from view.

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The Technical Committee may approve an alternate location if an applicant demonstrates that the equipment cannot be placed in any of the above locations.

- (4) All existing above-ground equipment related to the provision of electrical service, communications, or other utilities, except transformers, switch cabinets, traffic signal cabinets, and street lighting cabinets, shall be relocated and placed within one of the locations described in subsection (3) whenever any of the conditions set forth in subsections (1) or (2) are present.
- (5) Traffic signal cabinets and street lighting cabinets shall be placed within the street furnishings zone where this zone exists or in a less conspicuous or other alternate location when all operational and maintenance needs of the City of Redmond and other utilities related to safety, access and visibility are met. The street furnishings zone is described in the Transportation Master Plan and consists of a hard surface area between the sidewalk and curb in which trees, benches, trash receptacles, and other street furniture serving pedestrian needs is placed.
- (6) Where the Technical Committee has determined that interim street improvements are adequate as provided in RCDG 20D.210.20-150, Required Off-Site Street Improvements, the requirement to underground distribution facilities may be temporarily waived.

20-020 Overhead Facilities Prohibited

As overhead communication, electrical and utility facilities are relocated underground, persons and businesses served by such facilities shall relocate all overhead connections underground and connect to the new underground facilities within 90 days of the date of undergrounding completion.

20-030 Property Owner's Responsibility for Rewiring

The property owner is responsible for providing all labor and materials for any required rewiring and relocation of existing facilities between primary relocation and the point at which secondary service is received on the customer's premises. The property owner shall also provide necessary occupancy rights and easements for transmission facilities and maintenance.

20-040 Construction Specifications

The design and construction specifications for underground facilities covered by this section shall be subject to approval by the Director of Public Works.

20-050 Exemptions

The requirements of this section shall not apply to electrical distribution substations nor to electrical lines of greater than 50 kV capacity unless it can be shown that the undergrounding of these lines has become economically feasible. This section shall also not apply where the utility demonstrates that its facilities will not function properly if located underground or cannot be maintained properly if so located.

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Appendix: Construction Specification and Design Standards for Streets and Access

These specifications and design standards implement the City's Transportation Master Plan (TMP) by providing details for the construction of improvements described in the TMP. The TMP should be consulted along with these specifications and standards in order to determine the complete nature and extent of the improvements required.

This appendix has been approved by the Director of Public Works, who may approve design deviations in specific situations where conditions warrant and are properly documented. Such site-specific design deviations shall not constitute general changes to these standards.

I. Streets.

- A. Purpose. The purpose of this section is to establish street standards for both public and private streets serving five or more dwelling units. This section is a supplement to RCDG 20D.210.20, Street and Access Standards.
- B. Street Types and Widths.
 - 1. City of Redmond streets are defined in RCDG 20D.210.20-030, Redmond Transportation Master Plan, and as shown on Tables 1-A, 1-B and 1-C and Standard Details in the City of Redmond's construction "Standard Specification and Details."
 - 2. Private Streets.
 - a. Criteria for Authorization. Private residential streets and roadways are allowed under the following conditions:
 - i. Where due to topographic or other constraints the Public Works Department determines that it would be creating an inequitable hardship on the City or because of practical difficulties the City could not assure maintenance.
 - ii. In residential developments private streets shall be maintained by the homeowners within the development.
 - iii. Provision is made for the streets to be open at all times for emergency and public service vehicles.
 - iv. The private streets will not obstruct public street circulation.
 - b. Construction Requirements. Private streets shall conform to public works construction standards, except where specifically exempted in this section. Concrete crosswalks, per the City of Redmond Standard Details, are required across all private streets intersecting minor or principal arterials.
 - c. Acceptance as Public Streets. The acceptance of private streets as public streets shall be per adopted procedures. The public street standards contained herein shall apply in consideration of such acceptance.

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Appendix: Construction Specification and Design Standards for Streets and Access

Table 1-A

Arterial Street ⁽¹⁾				
Classification	Principal	Minor	Collector	Connector
Corridor Width (Right-of-Way)	100'	84'	60'	60'
Easement ⁽⁶⁾	10' – Adjacent to ROW	10' – Adjacent to ROW	10' – Adjacent to ROW	10' – Adjacent to ROW
Pavement Width (Curb to Curb)	48' – 60' 4 thru lanes with 12 ft. center turn lane where required	44' – 56' 4 thru lanes with 12 ft. center turn lane where required	36' – 40' 2 thru lanes with center turn lane and parking where required	36' – 40' 2 thru lanes with center turn lane and parking where required
Maximum Grade (%) ^(2,3)				
Flat	4	6	7	7
Rolling	6	7	10	10
Mountainous	8	9	12	12
Type of Concrete Curb	Vertical Type A-1	Vertical Type A-1	Vertical Type A-1	Vertical Type A-1
Sidewalk, Concrete ^(4,5)				
Mixed-Use Areas	8 ft. min, both sides with widths as great as 12-16 ft in retail areas. See Transportation Master Plan	8 ft. min, both sides with widths as great as 12-16 ft in retail areas. See Transportation Master Plan	8 ft. min, both sides with widths as great as 12-16 ft in retail areas. See Transportation Master Plan	8 ft. min, both sides with widths as great as 12-16 ft in retail areas. See Transportation Master Plan
Other Areas	6 ft. min, both sides	6 ft. min, both sides	6 ft. min, both sides	6 ft. min, both sides when located back of curb; 5 ft. min both sides when detached sidewalks present
Parking	Not Permitted	Not Permitted	None to both sides	None to both sides
Bicycle Lanes	See Redmond Transportation Master Plan for bike lane plan. If bike lanes are			

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Appendix: Construction Specification and Design Standards for Streets and Access

Arterial Street ⁽¹⁾				
Classification	Principal	Minor	Collector	Connector
	required add 11 feet to the asphalt pavement width (5.5 feet per lane when adjacent to vertical curb).			
Landscape Strip ⁽⁵⁾	5 ft. both sides	5 ft. both sides	5 ft. both sides	5 ft. both sides

Notes:

- 1 Variations may be required to accommodate unusual and/or topographic conditions. Specific corridor designs may supersede these standards.
- 2 Flat – Typical cross slopes from zero percent to eight percent.
Rolling – Typical cross slopes from nine percent to 15 percent.
Mountainous – Typical cross slopes over 15 percent.
- 3 Maximum grade may be exceeded for short distances provided no practical alternative exists and subject to approval by the Director of Public Works.
- 4 Pedestrian facilities along multimodal corridors shall comply with the Redmond Transportation Master Plan. Pedestrian facilities within the downtown shall comply with the Downtown Pedestrian System Plan, RCDG 20C.40.105-020.
- 5 Downtown Pedestrian System Plan, RCDG 20C.40.105-020 shall govern in the downtown.
- 6 Easements accommodate the sidewalk and can be used to accommodate utilities.

Table 1-B

Local Access Streets						
Classification	Single-Family Residential			Multi-Family Residential ⁽¹⁾		Non-Residential
	Private	Public	Public	Private	Public ⁽¹⁾	Public
Dwelling Units/Lots	5 – 9	5 – 9	10 or more			
Corridor Width (Right-of-Way)	N/A	44'	50'	N/A	50' ⁽¹⁾	60'
Easement ⁽⁷⁾	35' – Access 10' – Adjacent to ROW	10' – Adjacent to ROW	10' – Adjacent to ROW	35' – Access 10' – Adjacent to ROW	10' – Adjacent to ROW	10' – Adjacent to ROW
Pavement Width	28'	28'	28'	28'	28'	44'/thru route 36' – 40'/side streets
Max Grade (%) ^(4,5)						
Flat	8	8	8	8	8	8

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Appendix: Construction Specification and Design Standards for Streets and Access

Local Access Streets							
Classification		Single-Family Residential			Multi-Family Residential ⁽¹⁾		Non-Residential
		Private	Public	Public	Private	Public	Public
	Rolling	10	12 ⁽⁶⁾	12 ⁽⁶⁾	10	12 ⁽⁶⁾	12 ⁽⁶⁾
	Mountainous	10	15 ^(3,6)	15 ^(3,6)	10	15 ^(3,6)	15 ^(3,6)
Type of Curb		Asphalt Thickened Edge or Concrete Shiner	Vertical Type A-1	Vertical Type A-1	Asphalt Thickened Edge or Concrete Shiner	Vertical Type A-1	Vertical Type A-1
Sidewalk, Concrete 5' Wide min for detached sidewalks 6' Wide min back of curb		One Side	One Side	Both Sides	One Side	Both Sides	Both Sides
Parking Permitted		One Side	One Side	One Side	One Side Only ⁽²⁾	One Side	None
Bicycle Lanes		None	None	None	None	None	None
Landscape Strip 5' Wide		None	One Side	Both Sides	None	Both Sides	None

Notes:

- 1 For less than 10 dwelling units, one may follow the single-family residential public guidelines with 44 feet of right-of-way.
- 2 RCDG 20D.130.10-030, Design Requirements for Parking Facilities, would be used in conjunction with this guideline.
- 3 Maximum grade may be exceeded subject to approval by the Director of Public Works. Such approval shall be conditional upon the following:
 - (a) No practical alternative exists.
 - (b) Any grade over 15 percent up to a maximum of 20 percent shall extend no further than 600 feet without being interrupted by an intersection or landing with eight feet difference in elevation over a distance of 100 feet.
- 4 On private streets the grade shall not exceed 10 percent unless authorized by the Redmond Fire Department.
- 5 See Table 1-A for definitions of terrain.
- 6 Where grade exceeds 10 percent on an emergency vehicle access road, mitigation shall be required per RMC 15.06.013(17).
- 7 Easements accommodate the sidewalk and can be used to accommodate utilities.

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Appendix: Construction Specification and Design Standards for Streets and Access

Table 1-C (Rustic Street Standards for NE Rose Hill Neighborhood Subarea)

Local Access Street Improvements: Residential Single-Family			
Street Classification	Private	Public	Public
Dwelling units/lots served by street	5 – 9	5 – 9	10 or more lots
Corridor Tract or Right-of-Way Width	44' tract	44' right-of-way	60' right-of-way
Pavement Width (Edge to Edge)	20'	20' 22' for NE 100th St., NE 104th St. and 138th Ave. NE south of 100th St.	20' 22' for NE 100th St., NE 104th St. and 138th Ave. NE south of 100th St.
Utility Easement Width ⁽⁵⁾	10' adjacent to tract	10' adjacent to right-of-way	10' adjacent to right-of-way
Maximum grade % ⁽²⁾			
Flat	8%	8%	8%
Rolling	12%	12%	12%
Street Edge (including total street width)	2' wide, flat on each side printed asphalt, scored concrete, or concrete shiner	2' wide, flat on each side scored concrete or concrete shiner 3' wide, flat on each side printed or scored concrete for NE 100th St., NE 104th St. and 138th Ave. NE south of 100th St.	2' wide, flat on each side scored concrete or concrete shiner 3' wide, flat on each side printed or scored concrete for NE 100th St., NE 104th St. and 138th Ave. NE south of 100th St.
Sidewalk, concrete 5' wide	One side	One side	Both sides
Parking Required ⁽¹⁾	One side, interspersed with landscaped swale	One side, interspersed with landscaped swale	Both sides, interspersed with landscaped swale
Bicycle Lanes	None	None	None
Landscape/street edge treatment required ^(3,4)	Landscaped swale	Landscaped swale	Landscaped swale

Notes:

- 1 Parking will be located intermittently between the swales and other landscaped areas. Parking may be parallel, angled or 90 degree depending on site conditions. The Fire Marshal may allow variation in signage type and allow fewer signs (spacing requirements) that restrict parking in fire lanes.
- 2 City regulations regarding grade for other street standards apply to rustic street standards.

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- 3 See Willows/Rose Hill Neighborhood policies N-WR-H-11 and H-12 describing swale characteristics. Minimum swale width is five feet. Minimum bottom width of swale shall be two feet. Minimum swale depth shall be one foot. Walls are not desired in swales. Slopes less than a 3:1 ratio may only be allowed per approval by the Public Works Director and shall not be less than a ratio of 2:1.
- 4 Landscaped drainage swales are encouraged but not required for short plats with less than five lots.
- 5 Utilities including water, sanitary sewer, and dry utilities will be located within the right-of-way or dedicated easement.

C. Street Layout. Street layout shall provide for the following:

1. Local access streets shall be designed to discourage through traffic and high speeds.
2. Provide access to adjoining undeveloped property, where necessary.
3. Right-of-way placement shall be planned to minimize grading and destruction of natural features.
4. Rights-of-way shall not be located in areas where geologic or soil conditions may cause a threat to public safety or pose a continuing excessive liability to the City.
5. Walkways and trails shall be provided to maximize the potential for pedestrian circulation within a development and to adjacent areas.
6. Where it is applicable, temporary turnaround shall be provided on half streets and future street extensions.
7. All power and telecommunication facilities utilities shall be placed underground in accordance with RCDG 20D.220.10, Underground Wiring.
8. Required Access to Developments. Where more than 100 units are designed in a residential development, either single-family, multi-family, retirement or similar, there shall be a minimum of two access points to the street system. Such access points shall be located so as to provide for circulation, alternate emergency vehicle access routes, through access and general area transportation design considerations.
9. Divided Streets or Streets with Median Strips. Where due to topographic, engineering, or design considerations a divided local access street is used, the following criteria shall apply:
 - a. The length of the divided local access street shall not exceed 150 feet.
 - b. Each side of the divided street shall not be narrower than 14 feet. If one or both sides of the divided access are within 50 feet of an adjacent building or otherwise deemed necessary for fire fighting purposes, then the minimum unobstructed width per applicable side is 20 feet.
 - c. Where a lane is within 100 feet of any structure and where the Fire Chief determines there is a possibility of fire lane obstruction, fire lanes shall be marked per Redmond Fire Department standards.
 - d. Such divided local access streets shall not compromise turning radii of emergency vehicles especially at intersections.

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D. Street Grades.

1. Arterials shall generally not exceed 12 percent in grade.
2. All streets, alleys and service drives shall generally not exceed 15 percent in average grade. Refer to Table 1-B where grades greater than 15 percent are permitted. Portland cement concrete may be required in lieu of asphalt pavement for grades over 15 percent.
3. All local access streets both public or private which are designated by the Redmond Fire Department as emergency vehicle access roads shall not exceed 10 percent in grade unless approved mitigation measures are implemented and such grades are approved by the Redmond Fire Department. Refer to RMC 15.06.013.
4. All changes in grade shall be connected by vertical curves meeting standards established by the City.

E. Minimum Horizontal and Vertical Curve Standards.

1. Minimum Horizontal Curve Radii.

- a. Arterials and Connector Streets. The minimum radius shall be as defined in the table below. The design speed shall be set at five mph over the posted speed (source: AASHTO 2004 Exhibit 3-16).

Table 1-D

Design Speed (mph)	Horizontal Curve Radius (ft)
25	200
30	335
35	510
40	760
Over 40	1040

- b. Local Access Streets. The minimum radius shall be as defined in the table below based on the typical cross slope that the street will traverse. A 100-foot radius may be permitted at the permanent end of a street.

Table 1-E

Typical Cross Slope (%)	Horizontal Curve Radius (ft)
< 8	335
8 – 15	200

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Typical Cross Slope (%)	Horizontal Curve Radius (ft)
> 15	115

2. Minimum tangent distances between horizontal curves shall be:
 - a. Two hundred feet for streets with a posted speed limit above 25 mph.
 - b. One hundred feet for streets with a posted speed limit of 25 mph.
3. Sight Distance. Stopping sight distance and decision sight distance shall be determined using a driver height of eye of 3.5 feet and an object height of 0.5 feet. An object height of two feet shall only be considered on a case-by-case basis for existing streets and must be accompanied by a design deviation request.
4. Stopping Sight Distance (SSD). The minimum stopping sight distance, as measured along the centerline of a street, shall be determined as follows (source: AASHTO 1990 Table III-1 and 2004 Exhibit 3-1):

Table 1-F

Design Speed (mph)	Stopping Sight Distance (ft)*
25	155
30	200
35	250
40	305
45	360
50	425
55	495

* – Must be adjusted when street downgrade is 3% or greater.

- a. Arterial and Connector Streets. The minimum SSD shall be determined using a design speed of 10 mph above the posted speed limit. When restricted by topographic or other constraints, the Public Works Director may allow use of a design speed of five mph above the 85th percentile speed when properly documented in an engineering study.
- b. Local Public Streets. The minimum SSD shall be determined using a design speed of five mph above the posted speed limit. When restricted by topographic or other constraints, the Public Works Director may allow use of a design speed equivalent to the 85th percentile speed when properly documented in an engineering study. Where the 85th percentile speed cannot be measured, guidelines established in AASHTO –

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Guidelines for Geometric Design of Very Low-Volume Local Roads ($ADT \leq 400$) may be used.

- c. Private Streets. The minimum SSD shall be 155 feet. When restricted by topographic or other constraints, the Public Works Director may allow use of the guidelines established in AASHTO – Guidelines for Geometric Design of Very Low-Volume Local Roads ($ADT \leq 400$) as part of a design deviation request.
- d. Sag Vertical Curves. The application of street lighting may be used for mitigation when the SSD on sag vertical curves is less than stated above. However, in no case shall the sag curve SSD be less than provided in Table 1-G for the posted speed (source: AASHTO – Guidelines for Geometric Design of Very Low-Volume Local Roads ($ADT \leq 400$)).

Table 1-G

Posted Speed (mph)	Sag Curve SSD (ft)
25	125
30	165
35	205
40	250
45	300

- 5. Adequate decision sight distance shall be provided on all arterial and connector streets as set in the following table. The design speed shall be set at the posted speed. Decision sight distance is measured with a driver eye-height of 3.5 feet and an object-height of two feet.

Table 1-H

Design Speed (mph)	Decision Sight Distance (ft)*
25	445
30	575
35	665
40	760
45	855

* – Must be adjusted when street downgrade is 3% or greater.

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F. Intersection Design.

1. Sight Clearance. The requirements of RCDG 210.25, Sight Clearance at Intersections and City of Redmond Standard Details, shall apply.
2. Horizontal Alignment. Street rights-of-way shall intersect at 80 degrees to 90 degrees, where possible. For residential streets, three-way ("T") intersections are preferred over four-way intersections.
 - a. Offsets of adjacent streets should be at least 150 feet measured from the near-side face of curb of any existing street or driveway.
 - b. On sloping approaches, landings are not to exceed two feet difference in elevation for a distance of 30 feet approaching an arterial or 20 feet approaching a connector or local access street, measured from the back of sidewalk or the back of curb if no sidewalk exists.
 - c. At street intersections, property line corners shall be rounded by an arc, the minimum radius of which shall be 25 feet. In business districts a chord may be substituted for such an arc. The curb radius shall be 25 feet for local access streets and 30 feet for arterial and neighborhood collector streets.
 - d. At private streets, driveways, etc., the minimum curb radius shall be 20 feet. Where driveway widths are less than 28 feet, a 25-foot radius may be required. Refer to the Standard Details.
3. Adequate intersection (entering) sight distance shall be provided at street intersections and driveways as defined in the table below. Unless otherwise approved, the design speed shall be set at 10 mph over the posted speed. Entering sight distance is measured with a driver eye-height of 3.5 feet and an object-height of two feet (source: AASHTO 1990 Fig IX-40 and 2004 Exhibit 9-55).

Table 1-I

Design Speed (mph)	Entering Sight Distance (ft)*
25	280
30	335
35	390
40	445
45	500
50	555
55	610

* – Must be adjusted when street downgrade is 3% or greater.

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G. Paving Requirements. All pavings shall be designed by a registered engineer in accordance with the Washington State Department of Transportation Design Manual Section 326, using the following criteria:

1. Trip generation based on ITE "Trip Generation" Manual, Current Edition.
2. Maximum anticipated traffic loadings with the following minimums:

Zoning	Min. Truck Traffic %
Residential (Single- or Multi-Family)	5
All Other	15

3. Design Life.

Public Streets/Parking Lots	20 years
Private Streets/Parking Lots	10 years

4. Minimum Pavement Designs.

Public Street (Arterial)	4" HMA Class 1/2" PG 64-22 5" HMA Class 1" PG 64-22 *Compaction
Public Street (Connector & Local)	7" HMA Class 1/2" PG 64-22 *Compaction
Private Street & Parking Lot	3" HMA Class 1/2" PG 64-22 4" Crushed Surfacing Base Course *Compaction

*Compaction: Subgrade shall be compacted to 95 percent maximum density as determined by Modified Proctor (ASTM D 1557)
HMA – Hot Mix Asphalt
PG – Performance Grade Asphalt Binder

5. In lieu of using the above criteria for paving requirements of private streets and/or parking lots, the geotechnical engineer employed by the developer shall verify and subsequently advise the City that the installation of the paving section(s) conforms to his design. The

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project will not be accepted until the geotechnical engineer provides the City with written documentation of this information.

6. Street Overlay. Asphalt streets impacted by construction activity must be planed, overlaid, and/or patched, as determined by the Public Works Department and in accordance with City of Redmond Standard Specifications and Details.

H. Traffic Control.

1. Signing. All traffic control devices shall conform to the most recent edition of the "Manual on Uniform Traffic Control Devices" (MUTCD). In new developments the developer shall install all traffic control signs which shall include but not be limited to street name, stop, dead end, and pedestrian signing. The developer shall be responsible for paying the cost of the signs including the installation. See Standard Detail, "Street Name Sign."
2. Pavement Marking. In new developments, pavement markings including buttons, striping, and delineators may be required to provide roadway safety. Such markings shall be provided by the developer. All materials shall conform to the City of Redmond "Standard Specifications and Details," latest edition. All work shall be approved by the City transportation division prior to installation.
3. Fire Lane Marking. In new plats or commercial/industrial developments, areas designated by the Fire Department as fire lanes and where in the opinion of the Fire Chief marking is needed to prevent obstruction, fire lane marking shall be in accordance with Redmond Fire Department standards. Such markings shall be provided by the developer.
4. Construction Requirements.
 - a. All construction activities within the public right-of-way shall have a detailed traffic control plan submitted at least 48 hours in advance of the work if required by the City. The plan shall conform to the current edition of the Manual on Uniform Traffic Control Devices and shall be approved by the City Engineer or his designated representative.
 - b. Both public contracts and private developments shall have a traffic control plan attached to the approved drawings if required by the City. The plan shall show specific placement of cones, barricades, signs and other devices. All changes including field revisions must be approved by the City Engineer or his designated representative.

I. Street Illumination. Refer also to the City of Redmond Illumination Design Manual.

1. Requirements for Public Streets.

- a. Illumination Required. Street light illumination shall be provided in new developments.
- b. Location of Poles. The City shall approve the location of street light poles on plans prepared by Puget Sound Energy or an independent lighting consultant.

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- c. Maintenance. The street illumination system is maintained by the utility company or the City.
- d. Undergrounding. All street light wiring, conduit and service connections shall be located underground.
- e. Type of Luminaires. High pressure sodium vapor luminaires shall be used unless otherwise approved.
- f. Luminaire Heights. Luminaire mounting heights shall be 25 to 40 feet for arterial streets, and 30 feet maximum for local access streets.
- g. Measurement of Lumination. Average lighting levels measured in horizontal foot-candles (lumens per square feet) shall meet the following criteria:

Table 1-J

Street Classification	Area Classification	Avg. Illuminance (Foot-Candles)	Uniformity Ratio (Avg/Minimum)
Principal Arterial	Commercial	1.3 – 1.7	3:1
	Residential	0.9	3:1
Minor Arterial	Commercial	0.9 – 1.2	3:1
	Residential	0.6	4:1
Collector	Commercial	0.9 – 1.2	3:1
	Residential	0.6	4:1
Connector	Commercial	0.8 – 1.0	4:1
	Residential	0.5	6:1
Local	Commercial	0.7 – 0.9	6:1
	Residential	0.4	6:1

2. Requirements for Private Streets.

- a. Street light illumination is not required for private streets.
- b. Responsibility for Installation. Should street lights be desired, the installation, maintenance and power costs shall be the responsibility of the developer or homeowners' association, etc., not the City of Redmond.

3. Existing Residential Areas. The City will initiate the installation of a street light in existing residential areas provided the following conditions are met:

- a. A letter is received, signed by all occupants within 100 feet of the location of the street light, approving of the light on a public street.

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- b. If the street light will not be located on an existing power pole, the cost of installation of a luminaire pole and associated underground wiring, etc., shall be borne by the petitioners.
- J. Cul-De-Sac and Dead End Streets.
 - 1. When an emergency turnaround is not required, provisions must be made to accommodate the turnaround for a single unit (SU) truck.
 - 2. Except when required by topography or otherwise specified in this section, streets designed to have one end permanently closed or in the form of a cul-de-sac should not be longer than 600 feet. In the event longer cul-de-sacs are unavoidable, turnarounds are required every 600 feet. See cul-de-sac detail in the City of Redmond's construction "Standard Specification and Details."
 - 3. Temporary dead end streets planned for future continuation shall include the necessary dedication or easements for utilities and vehicle turnarounds. If the dead end is over 300 feet then a turnaround must meet the requirements of Section III. A barricade designed to City of Redmond standards shall be installed at the end of the dead end street, along with a sign stating "This Street To Be Extended In The Future."
- K. Mailbox Stand(s) in Residential Areas.
 - 1. Mailboxes shall be clustered together in stands when practical and when reasonably convenient to the houses served.
 - 2. Where appropriate, mailbox stand(s) shall be installed in the sidewalk in accordance with the City of Redmond Standard Details.
 - 3. The location of the mailbox stand(s) is determined jointly by the City of Redmond together with the United States Postal Service.
 - 4. Mailbox stand locations should not be placed so vehicles using it would obstruct the required width of an emergency vehicle access road.
 - 5. Replacement and/or repair of mailbox stands is the responsibility of property owners served by the mailbox stand.
- L. Franchise Utilities. Non-City-owned franchise utilities are required by City code to relocate existing facilities at their own expense when a conflict results between their facilities and public street improvements. The improvement work must be required by the City as part of an adopted plan or study in order for the relocation work to be the financial responsibility of the utility, otherwise all costs shall be the responsibility of the developer.
- M. Rockeries. Install rockeries per rock wall detail. See Standard Detail "Rockwall."
- N. Safety Railings.
 - 1. Installation. Where a sidewalk or other nonmotorized transportation facility is to be constructed above a slope steeper than three to one or adjacent to a rock wall or retaining wall where the lowest finished elevation of the slope, rock wall or retaining wall is to be 30 inches or more below the finished elevation of the sidewalk or other facility, a safety

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railing shall be required. Railings shall be erected and adjusted, if necessary, after initially set to assure a continuous line and grade.

2. Design. Safety railings shall be constructed per Standard Detail "Typical Pedestrian Railing."
- O. Guard Rails. For purposes of warrants, design, and location, all guard rails along roadways shall conform to the criteria of Section 710 "Traffic Barriers" of the Washington State Department of Transportation Design Manual.
- P. Survey Control. Street designs shall reference the City of Redmond's current Vertical and Horizontal Control systems.
- Q. New Monumentation. New survey monuments shall be installed at new street intersections, street tangent points and center of cul-de-sacs in accordance with the City of Redmond Standard Details.
- R. Street Naming and Numbering. Per RMC 15.06.013(19), the Fire Marshal shall name and number City streets based on the King County Street Grid System. The Fire Marshal may modify the King County System to fit special circumstances, or as requested by the Technical Committee.
- S. Other Minimum Design Standards.
 1. Ramps for the Handicapped. Ramps shall be included in all construction per RCW 35.68.075.
 2. Vertical clearance above the paved roadway surface shall be a minimum of 16.5 feet. Vertical clearance of structures above the walkway surface shall be a minimum of 8.0 feet.
 3. Lateral Clearance. The lateral clearance between curb face and the closest part of any fixed object (excluding traffic control signs and break away supports) shall be at least two feet.
 4. Roadway Geometrics. Design(s) shall be based upon accepted engineering practices and the requirements listed herein. Horizontal lane transition taper lengths shall be computed by the formula $L = WS$, where L equals the taper length, W equals the horizontal offset, and S equals the posted speed.
 5. Pedestrian Facilities. There shall be a minimum five-foot clear surfaced walkway on each side of the street unless topography or other special conditions favor one walkway only.
- T. Standard Specifications. Except where the City of Redmond Standard Specifications and Details provide otherwise, design detail, workmanship and materials shall be in accordance with the current edition of the Washington State Department of Transportation (WS-DOT)/American Public Works Association (APWA) Standard Specifications for Road, Bridge and Municipal Construction.

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II. Access Requirements for Up to Four Dwelling Units or Four Lots.

The application of these standards shall apply to an access serving up to four individual single-family lots or four dwelling units. Access requirements for the purposes of this section shall refer to access corridors and access from a driveway to the dwelling unit(s) on individual lots.

A. Construction Specifications and Guidelines.

1. Construction shall be in accordance with APWA Standard Specifications, Washington State Chapter.
2. The access surface and cross section shall be constructed per Standard Details.
3. Turnarounds may be required to be installed in accordance with Section III, Emergency Vehicle Turnarounds.

B. Minimum Standards.

1. Extent. In order to provide adequate emergency vehicle access, the driving surface on an individual lot must terminate within 50 feet of all dwelling unit(s).
2. Width.
 - a. One to Two Dwelling Units or Lots. The minimum unobstructed driving surface shall be 10 feet in width. If the length of the driving surface is over 50 feet then driving surface must be 12 feet in width and an unobstructed emergency vehicle operations area must be provided to within 50 feet of the dwelling. Such area must be constructed as a continuation of the driving surface with an overall dimension of 20 feet in width and 50 feet in length with Fire Department approval of layout. When the access is over 50 feet and any of the following apply, the minimum width shall be 14 feet within that portion of the access:
 - i. Access grade exceeds 10 percent.
 - ii. Access is within 50 feet of adjacent buildings or otherwise deemed necessary for firefighting purposes.
 - iii. Access road includes curves sharper than 100-foot interior radius.Final design shall be approved by the Fire Marshal and Engineering Division.
 - b. Three to Four Dwelling Units or Lots. The minimum unobstructed driving surface shall be 20 feet.
3. A 10-foot utility corridor may be required alongside the access corridor unless other utility access is available.

III. Emergency Vehicle Turnarounds.

Turnarounds for the purpose of this section are to be defined as the minimum dimensions and standards for emergency vehicle return on non-through access.

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- A. Design. Design shall be in accordance with Standard Details in the City of Redmond's construction "Standard Specification and Details."
- B. Construction Specifications and Guidelines.
 - 1. Construction shall be in accordance with APWA Standard Specifications, Washington State Chapter.
 - 2. Access shall be constructed per Standard Details.
- C. When Required.
 - 1. Residential. When dwelling units are served by an access longer than 300 feet measured from the closest intersection.
 - 2. Commercial. Any emergency access roadway longer than 150 feet measured from the closest intersection.
 - 3. The selection of design drawing is subject to approval of the Technical Committee.
 - 4. A minimum unobstructed driving surface of 20 feet shall be required.
 - 5. Signage, striping or appropriate means approved by the Redmond Fire Department may be required.
 - 6. Where requirements cannot be met, alternate fire protection as designated by the Fire Chief will be required per RMC 15.06.017, Restricted access buildings.

IV. Driveways.

Driveways as used in this appendix shall refer to vehicle entrances to individual lots and the intersection of access corridors with public streets.

- A. Construction Specifications.
 - 1. Construction shall be in accordance with APWA Standard Specifications, Washington State Chapter.
 - 2. Driveways shall be constructed per Redmond Standard Details or as determined by the City Engineer.
- B. Selection Guidelines.
 - 1. Driveway details within the Standard Details are most appropriate for residential zones, business park zones and commercial areas.
 - 2. The driveway details within the Standard Details shall also apply to private street entrances serving five or more dwelling units.
 - 3. Where curbing exists or is required and a flat approach would be appropriate, a curb return driveway may be used if approved by Public Works. The decision to install curb return driveway shall be based upon a review of but not limited to the following factors:
 - a. Functional classification of street.

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- b. Projected driveway usage.
- c. Turn lane facilities on the public street.
- d. Vehicle storage area between the street and any turning or parking maneuvers within the development.
- e. Distance from intersections.
- f. Distance from other driveways.
- g. Traffic signalization.
- h. Pedestrian circulation.
- i. Emergency vehicle access needs.

C. Width of Driveway Entrance.

- 1. The minimum and maximum width shall be measured from the outside of the travel lane excluding curb or thickened edge.
- 2. Each traffic lane of both residential, business park, industrial and commercial driveways shall be at least 10 feet wide.
- 3. The minimum unobstructed business park, industrial and commercial driveway width shall be 20 feet and the maximum 30 feet. A wider driveway width may be approved by the Technical Committee where a substantial percentage of oversized vehicle traffic will exist. In this case the driveway should be sized to accommodate the largest vehicles.
- 4. Residential driveway dimensions shall adhere to the following chart.

Table 4-A

No. of Dwelling Units	Minimum Unobstructed Width in Feet	Maximum Width in Feet*
1	10**	20
2	10**	20
3 – 4	20	24
5 or more	20	***

*In the case where medians are used in driveway entrances, greater width may be required.

**If access corridor is over 50 feet see subsection II(B)(2)(a) of this appendix.

***Refer to Tables I-H, I-I and I-J.

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D. Location and Number of Driveways.

1. Driveways shall be limited to one per parcel per street frontage, except that the following is permitted subject to the approval of the Technical Committee: one driveway for each 150 feet of local street frontage, or three driveways for two lots having common parking, as provided in RCDG 20D.130.10-040(1).
2. The City shall not permit any driveway within 150 feet of the near-side face of the curb of the intersecting street or from any other such driveway. In the event it is either impossible or undesirable to separate by 150 feet, then driveways shall be located as far away from the near-side of curb of the intersecting street or any other such driveway. Separations less than 150 feet shall obtain approval from the Technical Committee. The separation requirement shall typically not be applied between single-family driveways on local streets.
3. Whenever practical, abutting property owners shall make joint use of driveways.
4. Distances between driveways and/or intersections shall be measured from the nearest edge between the driveways and/or intersections.
5. Driveways directly giving access onto arterials are not permitted if alternate access is available.
6. Driveways shall not be permitted where, in the judgment of the Technical Committee, dangerous or confusing traffic patterns would result.
7. Driveways shall be aligned wherever possible with existing driveways on the opposite side of the street. This requirement shall typically not be applied between single-family driveways.
8. Offset driveways where left turns may conflict shall be separated by at least 150 feet unless approved otherwise by the Technical Committee.

E. Conditions of Approval.

1. All abandoned driveway areas on the street frontage to be improved shall be removed and the curbing and sidewalk shall be restored to City standards.
2. Maintenance of driveways shall be the responsibility of the owner whose property they serve.
3. Left turns to and from a driveway may be restricted if such maneuvers are found to be hazardous.
4. Driveways shall have space adequate to substantially eliminate traffic backup on public streets.
5. Concrete crosswalks, per the City of Redmond Standard Details, are required across all driveways intersecting minor or principal arterials.

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Appendix: Design Requirements for Water and Wastewater System Extensions

I. General.

- A. Purpose. The purpose of these design standards is to provide engineers, designers, draftsmen, inspectors and others with a reference to City of Redmond's requirements for the design and installation of improvements to the water and sewer systems. No extension or modifications to the City's utility system shall be made without the approval of construction drawings prepared in accordance with these standards.

The design standards included herein are intended to result in utility systems which will:

1. Provide the needed source, storage and distribution facilities system to maintain desirable levels of service during periods of maximum use.
2. Provide the needed sewer facilities to carry all anticipated sewage flows within a basin.
3. Conform to the City's Water System Plan and General Sewer Plan.
4. Be of material strong enough to resist all expected loads, both internal and external, in order to preserve the purity and potability of the water supply and protect ground and surface waters from the escape of wastewater.
5. Be safe and economical to maintain.

Alternate materials and methods will be considered for approval on the basis of these objectives and conformance to all requirements indicated elsewhere in these standards.

- B. Revisions to These Requirements. It is anticipated that revisions to these requirements will be made from time to time. The date appearing on the title page is the date of latest revision. Users should be sure that they are using the most recent revision to these requirements. This edition was approved in January, 2000. Contact the Public Works Department Water/Wastewater Division to ensure this copy is the most current edition.
- C. Referenced Standards. Reference herein is made to the latest edition of standards, tests, methods, and specifications of research as follows:
1. American Standards, prepared by the American Water Works Association (AWWA).
 2. American National Standards, prepared by the American National Standards Institute (ANSI).
 3. Standard Specifications, prepared by the American Society for Testing and Materials (ASTM).
 4. Federal Specification, prepared by the Federal Government (FS).
 5. Guide Book for Determination of Required Fire Flow and Grading Schedule for Municipal Fire Protection, prepared by the Insurance Services Office (ISO).
 6. Standard Specifications for Road, Bridge and Municipal Construction, prepared by the Washington State Chapter, American Public Works Association (APWA) as modified by the Water/Wastewater Division.
 7. Rules and Regulations of the State Board of Health Regarding Public Water Systems, prepared by the Water Supply and Waste Section, Health Services Division, State of Washington Department of Health (DOH), latest edition.
 8. City of Redmond Standards, Specifications and Details, prepared by the City of Redmond.
 9. Criteria for Sewage Works Design prepared by the State of Washington Department of Ecology.
 10. City of Redmond Design Requirements – Water and Wastewater System Extensions.